SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

134

TIME TABLE

FOR THE

LOS ANGELES DIVISION

To Take Effect Friday, October 1, 1920, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

T. H. WILLIAMS,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

SANTA BARBARA SUBDIVISION.

FROM SAN FRANCISCO

Eastward

Time Table No. 134

October 1, 1920

Capacity sidings in cars, and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS												FIRST CLASS						Distance from San Francisco	STATIONS
								54	46	244	40		78	80	110	82	76	102		
								Santa Paula Passenger	Mixed	Sunset Manifest Freight	Mixed		Shore Line Limited	Santa Barbara Oxnard Passenger	Sunset Express	SantaBarbara Oxnard Passenger	The Lark	Sunset Limited		
								Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
WFTO Yard										8.50AM			7.25PM	2.30PM	9.55AM	7.15AM	6.30AM	4.20AM	370.7	DN-R STA. BARBARA 1.2
										8.55			7.29	2.34	9.59	7.19	6.34	4.25	371.9	E. STA. BARBARA 1.5
47										9.00			7.31	f 2.36	10.01	f 7.21	6.36	4.28	373.4	COUNTRY CLUB 0.5
														f		f			373.9	MONTECITO (No Siding) 0.7
12														f		f			374.6	MIRAMAR 1.6
17 P										9.10			7.35	s 2.42	10.06	s 7.27	6.40	4.32	376.2	D SUMMERLAND 1.1
93										9.15			7.37	f 2.44	10.09	f 7.29	6.42	4.34	377.3	ORTEGA 1.0
														f		f			378.3	SERENA (No Siding) 2.9
46 W										9.28			7.42	s 2.49	10.16	s 7.34	6.47	4.39	381.2	D CARPINTERIA 1.1
																			382.3	SEAROAD (Spur) 1.1
47										9.34			7.45	2.52	10.21	7.37	6.50	4.43	383.4	WAVE 1.1
16 P														f		f			384.5	BENHAM (Spur) 1.2
44										9.42			7.49	f 2.56	10.24	f 7.41	6.54	4.47	385.7	PUNTA 2.9
70										9.52			7.54	f 3.00	10.29	f 7.45	6.58	4.52	388.6	SEACLIFF 4.3
44 P										10.07			8.00	f 3.06	10.43	f 7.52	7.06	5.00	392.9	DULAH 4.4
P									2.35PM	10.17			8.06	3.12	10.50	7.58	7.12	5.07	397.3	VENTURA JCT. 0.9
54 PW									s 2.40 2.55	10.34			s 8.10	s 3.20	s 10.55	s 8.07	7.14	5.11	398.2	DN VENTURA 1.2
																			399.4	ABSCO (Spur) 0.8
11																			400.2	LEMON 0.8
26									f 3.05	10.49			8.14	f 3.24	11.00	f 8.11	7.18	5.16	401.0	EDFU 2.2
48 Y								9.25PM	s 3.15PM	11.05			8.18	s 3.30	11.05	s 8.15	7.22	5.20	403.2	D MONTALVO 2.4
12								f 9.30		11.16			8.22	3.34	11.09	8.19	7.26	5.24	405.6	EL RIO 2.2
65 FOWY								9.40PM		11.30	7.00AM		s 8.28	s 3.41	s 11.15	s 8.26	7.32	5.30	407.8	DN OXNARD 4.3
44										11.40	f 7.15		8.34	f 3.47	11.25	f 8.33	7.38	5.37	412.1	LEESDALE 1.5
35										11.55AM	f 7.40		8.36	3.49	11.28	8.35	7.40	5.40	413.6	SUCROSA 3.0
50										12.05PM	s 7.47		8.41	s 3.56	11.34	s 8.41	7.45	5.45	416.6	D CAMARILLO 3.2
51 W										12.20	s 8.17		8.47	s 4.04	11.40	s 8.47	7.51	5.52	419.8	D SOMIS 3.1
51										12.35	f 8.30		8.52	f 4.09	11.47	f 8.52	7.56	5.57	422.9	LAGOL 1.3
22										12.40	f 8.35		8.54	4.11	11.50	8.55	7.58	6.00	424.2	TERNEZ 2.9
73 W										12.55	s 9.01		8.58	s 4.16	11.55AM	s 9.01	8.02	6.06	427.1	DN MOORPARK 5.1
70										1.14	f 9.32		9.08	f 4.25	12.10PM	f 9.12	8.12	6.16	432.2	STRATHEARN 1.3
18 P											f			f		f			433.5	SIMI 4.0
55 P										1.30	s 10.05		9.21	s 4.35	12.20	s 9.25	8.22	6.26	437.5	D SANTA SUSANA 3.5
78 P										1.45	f 10.40		9.32	f 4.42	12.27	f 9.30	8.29	6.33	441.0	HASSON 4.5
E 47 W 53 PW										2.05	s 11.10		9.44	s 4.54	12.39	s 9.42	8.40	6.45	445.5	DN CHATSWORTH 0.6
										2.10	f 11.30AM		9.46	4.55	12.40	9.44	8.41	6.47	446.1	CHATSWORTH JCT. 3.8
E 51 W 51 P										2.20			9.53	f 5.01	12.47	f 9.49	8.46	6.54	449.9	D ZELZAH 4.2
E 51 W 51										2.30			10.00	f 5.11	12.54	f 9.59	8.53	7.00	454.1	RAYMER 0.9
I																			455.0	Crossing P. E. Ry. 3.4
E 49 W 50 P										2.40			10.07	f 5.19	1.05	f 10.07	9.04	7.07	458.4	HEWITT 4.3
PI										2.55PM			10.14PM	5.29PM	1.14PM	10.14AM	9.14AM	7.14AM	462.7	DN-R BURBANK JCT.
								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(92 0)
								(0.15)	(0.40)	(6.05)	(4.30)		(2.49)	(2.59)	(3.19)	(2.59)	(2.44)	(2.54)		.... Total Time
								14.40	5.90	15.12	8.52		32.66	30.89	27.72	30.83	33.86	31.72		.... Average speed per hour

Double Track

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

SANTA BARBARA SUBDIVISION.

TOWARD SAN FRANCISCO

Westward

Time Table No. 134

October 1, 1920

		FIRST CLASS						THIRD CLASS			
	Distance from Burbank Jct.	77	79	17	81	75	101	53	41	243	45
		Shore Line Limited	Santa Barbara Oxnard Passenger	Seashore Express	Santa Barbara Oxnard Passenger	The Lark	Sunset Limited	Santa Paula Passenger	Mixed	Sunset Manifest Freight	Mixed
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily
DN-R **STA. BARBARA** 1.2	92.0	s 11.28AM	s 6.00PM	s 7.30PM	s 10.30PM	s 11.15PM	s 1.40AM			5.00PM	
E. STA. BARBARA 1.5	90.8	11.23	5.56	**7.24**	10.25	11.10	1.33			4.45	
COUNTRY CLUB 0.5	89.3	11.20	f 5.53	7.20	f 10.20	11.07	1.29			4.35	
MONTECITO (No Siding) 0.7	88.8		f		f						
MIRAMAR 1.6	88.1		f		f						
D SUMMERLAND 1.1	86.5	11.13	f 5.48	7.14	f 10.14	11.00	1.22			4.20	
ORTEGA 1.0	85.4	11.10	f 5.46	7.12	f 10.09	10.58	1.19			4.15	
SERENA (No Siding) 2.9	84.4		f		f						
D CARPINTERIA 1.1	81.5	f 11.04	f 5.41	7.07	f 10.03	10.51	1.13			4.05	
SEAROAD (Spur) 1.1	80.4										
WAVE 1.1	79.3	11.00	5.37	7.03	9.59	10.48	1.09			3.55	
BENHAM (Spur) 1.2	78.2		f		f						
PUNTA 2.9	77.0	10.55	f 5.33	6.59	f 9.55	10.44	1.05			3.40	
SEACLIFF 4.3	74.1	10.50	f 5.29	6.54	f 9.51	10.39	1.01			3.25	
DULAH 4.4	69.8	**10.43**	f 5.23	6.48	f 9.44	10.32	12.55			**3.06**	
VENTURA JCT. 0.9	65.4	10.36	5.17	6.42	9.37	10.26	12.47			2.48	11.00AM
DN VENTURA 1.2	64.5	s 10.34	s 5.15	s 6.40	s 9.35	10.23	12.45			**2.45**	10.55 s 10.24
ABSCO (Spur) 0.8	63.8										
LEMON 0.8	62.5										
EDFU 2.2	61.7	10.27	f 5.08	6.34	f 9.29	10.17	12.39			2.35	f 10.17
D **MONTALVO** 2.4	59.5	10.24	s 5.05	6.30	s **9.25**	10.14	12.35	**8.10AM**		2.27	s 10.14AM
EL RIO 2.2	57.1	10.19	f 5.00	6.25	f 9.22	10.09	12.31	f 7.55		2.16	
DN **OXNARD** 4.3	54.9	s 10.15	s 4.55	s 6.20	s 9.18	10.06	12.26	7.50AM	2.05PM	2.10	
LEESDALE 1.5	50.6	10.05	f 4.45	6.09	f 9.10	9.59	12.17		f 1.15	1.50	
SUCROSA 3.0	49.1	10.02	4.42	6.06	9.07	9.57	12.14		f 1.05	1.45	
D CAMARILLO 3.2	46.1	f 9.58	s 4.37	6.02	s 9.03	9.52	12.09		s 12.45	1.30	
D SOMIS 3.1	42.9	f 9.52	s 4.31	5.58	s 8.58	9.46	12.04AM		s **12.20**	1.20	
LAGOL 1.3	39.8	9.48	f 4.25	5.52	f **8.52**	9.41	11.59PM		f 12.13	1.10	
TERNEZ 2.9	38.5	9.46	4.23	5.50	8.44	9.39	11.57		f 12.10PM	1.05	
DN MOORPARK 5.1	35.6	f 9.42	s **4.16**	5.44	s 8.40	9.35	11.52		s **11.55AM**	**12.55**	
STRATHEARN 1.3	30.5	f **9.32**	f 4.04	5.35	f 8.33	9.28	11.45		f 11.00	12.37PM	
SIMI 4.0	29.2	s	f		f				f		
D SANTA SUSANA 3.5	25.2	f **9.25**	s 3.57	5.28	s 8.25	**9.21**	11.38		s **10.05**	**12.20PM**	
HASSON 4.5	21.7	9.20	f 3.51	5.23	f 8.20	9.12	11.33		f 9.55	**11.50AM**	
DN CHATSWORTH 0.6	17.2	9.09	s 3.39	5.11	s 8.08	9.00	11.21		s **9.42**	**11.10**	
CHATSWORTH JCT. 3.8	16.6	9.08	3.36	5.09	8.06	8.59	11.19		**9.30AM**	10.50	
D ZELZAH 4.2	12.8	f 9.01	f 3.28	**5.01**	f 7.59	8.54	11.12			10.35	
RAYMER 0.9	8.6	**8.53**	f 3.19	4.50	f **7.50**	8.47	11.04			10.25	
CROSSING P. E. RY. 3.4	7.7										
HEWITT 4.3	4.3	8.40	f 3.09	4.40	f 7.40	8.40	10.55			**10.07**	
DN-R **BURBANK JCT.**	0.0	8.30AM	**3.00PM**	4.30PM	7.30PM	8.30PM	10.45PM			9.45AM	
(92.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
Total Time		(2.58)	(3.00)	(3.00)	(3.00)	(2.45)	(2.55)	(0.20)	(4.35)	(7.15)	(0.46)
Average speed per hour		31.08	30.83	30.83	30.83	33.45	31.54	13.80	8.35	12.76	7.69

Double Track

Automatic Block Signal

Westward trains are superior to trains of same class in opposite direction.

SANTA BARBARA SUBDIVISION.

Eastward

FROM SAN FRANCISCO

Time Table No. 134

October 1, 1920

Capacity sidings in cars and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS				FIRST CLASS											Distance from San Francisco	STATIONS
	252	244	40	264	78	108	80	110	56	82	76	50	26	102	8		
	Sunset Manifest Freight	Sunset Manifest Freight	Mixed	Way Freight	Shore Line Limited	Fresno and Santa Paula Express	SantaBarbara Oxnard Passenger	Sunset Express	Oxnard and Santa Paula Passenger	SantaBarbara Oxnard Passenger	The Lark	San Joaquin Valley Passenger	The Owl	Sunset Limited	San Francisco and Los Angeles Passenger		
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Wednesday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
E 47 W 82 WFY	3.30PM			10.40AM		5.55PM			10.20AM			8.05AM	7.15AM		5.55AM	450.6	DN-R SAUGUS 2.4
66	3.40			10.55		f 6.05			s 10.28			8.15	7.20		f 6.05	453.0	D NEWHALL 0.7
20																453.7	ELAYON 0.7
4																454.4	WALTZ JUNC. 2.2
60 P	4.10			11.25		f 6.20			f 10.41			8.27	7.32		6.20	456.6	TUNNEL 2.6
11									f							459.2	SYLMAR 2.6
67 PWFY	4.35			11.59AM		s 6.28			s 10.52			8.35	7.39		s 6.30	461.8	DN SAN FERNANDO 0.7
																462.5	JOKO (Spur) 0.9
66	4.40			12.15PM		6.32			f 10.54			8.38	7.45		f 6.35	463.4	PACOIMA 3.9
																467.3	TEJUNGA (Spur) 0.6
66	5.00			12.45		6.40			f 11.05			8.44	7.49		f 6.42	467.9	ROSCOE 3.7
PI	5.10	2.55PM		1.20	10.14PM	6.49	5.29PM	1.14PM	11.14	10.14AM	9.14AM	8.54	7.59	7.14AM	6.52	471.6	DN-R BURBANK JCT 0.5
66 PWY	5.12		1.30PM	1.25	10.15	6.50	s 5.30	1.15	s 11.15	s 10.15	9.15	8.55	8.00	7.15	s 6.53	472.1	BURBANK 2.2
																474.3	SEPULVEDA (Spur) 0.7
																475.0	WEST GLENDALE 2.1
65	5.37				10.22	6.57	f 5.37	1.22	f 11.22	f 10.22	9.22	9.02	8.07	7.22	f 7.00	477.1	D GLENDALE (Tropico) 0.2
I																477.3	Crossing P. E. Ry. 2.0
																479.3	TAYLOR (Spur) 2.5
Yard I	6.15PM	4.15PM	2.30PM	1.55PM	10.35	s 7.10	s 5.50	1.35	s 11.35	s 10.35	9.35	9.15	8.20	7.35	s 7.15	481.8	DN-R RIVER STA. 0.7
I					10.39	7.14	5.54	1.39	11.41	10.39	9.39	9.19	8.24	7.39	7.19	482.5	NAUD JCT. 1.2
Yard					s 10.45PM	s 7.20PM	s 6.00PM	s 1.45PM	s 11.45AM	s 10.45AM	s 9.45AM	s 9.25AM	s 8.30AM	s 7.45AM	s 7.25AM	483.7	DN-R LOS ANGELES
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Wednesday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(33.1)
	(2.45) 12.03	(1.20) 7.65	(1.00) 9.70	(3.15) 10.18	(0.31) 23.41	(1.25) 23.36	(0.31) 23.41	(0.31) 23.41	(1.25) 23.36	(0.31) 23.41	(0.31) 23.41	(1.20) 24.48	(1.15) 26.46	(0.31) 23.41	(1.30) 22.08		.... Total Time .... Average speed per hour

Automatic Block Signals

Double Track

Westward trains are superior to trains of the same class in opposite direction.

No. 108 stop all stations discharge passengers from Saugus and points West.

No. 78 stop Burbank on signal to discharge passengers for Burbank and points West.

SANTA BARBARA SUBDIVISION.

Time Table No. 134

October 1, 1920

TOWARD SAN FRANCISCO

Westward

STATIONS	Distance from Los Angeles	FIRST CLASS													THIRD CLASS						
		107	77	79	17	25	57	81	49	75	101	109			263	41	243	251			
		Fresno and Santa Paula Express	Shore Line Limited	Santa Barbara Oxnard Passenger	Seashore Express	The Owl	Oxnard Santa Paula Passenger	Santa Barbara Oxnard Passenger	San Joaquin Valley Passenger	The Lark	Sunset Limited	Sunset Express			Way Freight	Mixed	Sunset Manifest Freight	Sunset Manifest Freight			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily Ex.Tuesday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			
DN-R **SAUGUS**	33.1	s 8.25AM				f 6.12PM	s 7.15PM		s 8.45PM			s 11.40PM			3.00AM			1.10PM			
2.4																					
D NEWHALL	30.7	f 8.15				6.05	s 7.10		8.35			f 11.33			2.45			12.45			
0.7																					
ELAYON	30.0																				
0.7																					
WALTZ JUNO.	29.3																				
2.2																					
TUNNEL	27.1	7.59				5.54	f 6.51		8.24			11.18			2.20			12.20PM			
2.6																					
SYLMAR	24.5						f														
2.6																					
DN SAN FERNANDO	21.9	s 7.49				5.45	s 6.39		f 8.15			s 11.07			2.00			11.59AM			
0.7																					
JOKO (Spur)	21.2																				
0.9																					
PACOIMA	20.3	7.45				5.41	f 6.32		8.11			11.02			1.15			11.30			
3.9																					
TEJUNGA (Spur)	16.4																				
0.6																					
ROSCOE	15.8	7.29				5.35	f 6.18		8.05			10.56			1.00			11.05			
3.7																					
DN-R **BURBANK JCT.**	12.1	7.24	8.30AM	3.00PM	4.30PM	5.29	6.10	7.30PM	7.59	8.30PM	10.45PM	10.50			12.45		9.45AM	10.46			
0.5																					
BURBANK	11.6	f 7.23	8.29	s 2.59	4.29	5.28	s 6.09	s 7.29	7.58	8.29	10.44	f 10.49			12.40	7.40AM	9.40	10.41			
2.2																					
SEPULVEDA (Spur)	9.4																				
0.7																					
WEST GLENDALE	8.7																				
2.1																					
GLENDALE (Tropico)	6.6	* 7.16	8.23	* 2.53	4.23	5.22	s 6.03	* 7.23	7.52	8.23	10.38	*10.43									
0.2																					
CROSSING P. E. RY.	6.4																				
2.0																					
TAYLOR (Spur)	4.4																				
2.5																					
DN-R **RIVER STA.**	1.9	s 7.05	8.10	s 2.40	4.10	5.10	s 5.50	s 7.10	7.40	8.10	10.25	s 10.30			12.01AM	7.10AM	9.00AM	10.00AM			
0.7																					
NAUD JCT.	1.2	7.01	8.06	2.36	4.06	5.06	5.46	7.06	7.36	8.06	10.21	10.26									
1.2																					
DN-R **LOS ANGELES**	0.0	6.55AM	8.00AM	2.30PM	4.00PM	5.00PM	5.40PM	7.00PM	7.30PM	8.00PM	10.15PM	10.20PM									
(33.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex.Tuesday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			
Total Time Average speed per hour		(1.30) 22.00	(0.30) 24.20	(0.30) 24.20	(0.30) 24.20	(1.12) 27.50	(1.35) 20.89	(0.30) 24.20	(1.15) 26.46	(0.30) 24.20	(0.30) 24.20	(1.20) 24.82			(2.59) 10.45	(0.30) 19.40	(0.45) 12.73	(3.10) 10.40			

Automatic Block Signals

Double Track

Westward trains are superior to trains of the same class in the opposite direction.

No. 109 stop all stations in California to discharge passengers from El Paso and East.

*Nos. 107, 109, 79, 81 stop at Glendale (Tropico) on signal to receive passengers only.

LOS ANGELES SUBDIVISION.

FROM SAN FRANCISCO

Eastward

Time Table No. 134

October 1, 1920

Capacity Siding in cars and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS							FIRST CLASS							Distance from San Francisco	STATIONS
	94	150	244	152	148	62	92	38	106	110	2	36	4	102		
	Freight	Riverside Freight	Sunset Manifest Freight	Crafton Freight	Way Freight	Pasadena and Duarte Mixed	Los Angeles Manifest Freight	Imperial Valley Passenger	Phoenix Limited	Sunset Express	Californian	Imperial Valley Passenger	Golden State Limited	Sunset Limited		
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Yard IYTWFOP	11.40PM		7.15PM	5.20PM	6.50AM	6.00AM	2.00AM								481.8	DN-R **RIVER STATION** 1.9
Yard YWTP		8.30PM						11.00PM	4.00PM	3.00PM	2.00PM	9.40AM	9.00AM	8.30AM	483.7	DN-R **LOS ANGELES** 1.2
I		8.40						11.06	4.06	3.06	2.06	9.46	9.06	8.36	482.5	**NAUD JCT.** 0.4
															482.4	MISSION JCT. 0.1
I															482.5	CROSSING A. T. & S. F. RY. 0.1
															482.6	CROSSING L. A. & S. L. RY. 2.0
								11.17	4.18	3.18	2.18	9.58	9.17	8.47	484.6	AURANT 1.7
															486.3	MAIERS (Spur) 1.4
E 67 W 70 P	12.05AM	9.07	7.40	5.45	7.22	6.25AM	2.25	f 11.23	*4.24	f 3.24	*2.24	s 10.04	*9.23	8.53	487.7	DN **SHORB** 1.6
52	12.10	9.15	7.45	5.50	7.30		2.30	11.26	4.27	3.27	2.27	f 10.08	9.27	8.56	489.3	ALHAMBRA 1.3
60 P	12.13	9.19	7.55	5.55	7.35		2.34	11.28	4.30	3.30	2.29	s 10.12	9.29	8.58	490.6	SAN GABRIEL 1.1
															491.7	RUDELL (Spur) 1.5
51 P	12.18	9.29	8.05	6.00	7.45		2.40	11.32	4.34	3.34	2.33	f 10.16	9.33	9.02	493.2	SAVANNA 1.4
79 P	12.22	9.35	8.10	6.05	8.05		2.44	f 11.34	4.36	3.36	2.35	s 10.21	9.35	9.04	494.6	D EL MONTE 0.4
															495.0	CROSSING P. E. RY. 2.3
96 PW	12.40	9.47	8.25	6.30	8.20		3.00	f 11.38	4.41	3.41	2.39	s 10.27	9.39	9.08	497.3	DN **BASSETT** 3.4
86 P	12.50	10.00	8.42	6.40	8.45		3.20	f 11.44	4.46	3.46	2.44	s 10.34	9.44	9.13	500.7	D PUENTE 1.7
18															502.4	PUENTE OIL SIDING 1.1
73 P	12.56	10.10	8.52	6.55	9.00		3.30	11.48	4.50	3.50	2.48	10.40	9.48	9.17	503.5	MARNE 3.3
94 P	1.09	10.23	9.03	7.23	9.22		3.55	f 11.54PM	4.54	3.56	2.53	f 10.47	9.55	9.22	506.8	DN WALNUT 3.9
75 P	1.29	10.40	9.16	7.50	9.42		4.15	f 12.01AM	5.00	4.02	2.58	f 10.54	10.00	9.28	510.7	SPADRA 3.6
Yard IWTP	1.50	11.00	9.30	8.19	9.58 10.30		4.30	s 12.08	*5.07	s 4.15	*3.07	s 11.05	*10.08	9.35	514.3	DN **POMONA** 0.1
												Via Chino See Page 13			514.4	CROSSING P. E. RY. 3.4
76 P	2.05	11.15	9.46	9.15	10.45		4.55	12.14	5.13	f 4.22	3.13		10.14	9.41	517.8	NAROD 2.3
															520.1	CROSSING P. E. RY. 0.1
Yard P	2.20	11.27	9.58	9.30	11.35		5.15	s 12.20	*5.19	s 4.28	*3.19	s 11.35	*10.19	9.47	520.2	DN **ONTARIO** 3.6
73 PW	2.35	11.40	10.10	9.42	11.59AM		5.25	f 12.25	5.24	f 4.33	3.25	f 11.42	10.25	9.52	523.8	D GUASTI 3.7
60 P	2.47	11.50	10.22	9.55	12.30PM		5.35	f 12.30	5.29	4.39	3.30	f 11.47	10.30	9.57	527.5	ETIWA 2.2
60 PY	2.52	11.55PM	10.35	10.10	12.45		5.45	f 12.35	5.32	f 4.43	3.34	f 11.51	10.33	10.00	529.7	N DECLEZ 2.4
73 P	3.06	12.01AM	10.47	10.25	1.05		5.52	12.39	5.37	4.47	3.38	11.55AM	10.36	10.03	532.1	AILSA 2.5
PI															534.6	CROSSING P. E. RY. 0.1
94 P	3.14	12.20	11.00	10.40	1.25		6.10	f 12.43	5.40	4.50	3.43	s 12.01PM	10.40	10.06	534.7	DN BLOOMINGTON 4.0
I															538.7	CROSSING A. T. & S. F. RY. 0.0
															538.7	CROSSING L. A. & S. L. RY 0.3
Yard YWOFTP	3.30AM	12.40AM	11.30PM	11.15PM	1.55PM		6.30AM	s 12.55AM	s 5.50PM	s 5.00PM	s 3.55PM	s 12.10PM	s 10.50AM	s 10.15AM	539.0	DN-R **COLTON**
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(58.2)
	(3.50) 14.92	(4.10) 13.72	(4.15) 13.69	(5.55) 9.66	(7.05) 8.07	(0.25) 14.16	(4.30) 12.58	(1.55) 30.36	(1.50) 31.47	(2.00) 29.10	(1.55) 30.36	(2.30) 26.90	(1.50) 31.47	(1.45) 33.25		.... Total Time .... Average speed per hour

Double Track

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction.
End of double track Shorb will be considered Shorb Station.
Nos. 2, 4 and 102 stop all stations in California on signal to receive passengers for El Paso and East.
No. 110 stop all stations on signal to receive passengers for Flowing Well and East.
***No. 106 stop Shorb, Pomona, Ontario to receive passengers for Salt River Valley points.**
***Nos. 2 and 4 stop Shorb, Pomona and Ontario on Signal to receive passengers for scheduled stops Yuma and East.**

LOS ANGELES SUBDIVISION.

TOWARD SAN FRANCISCO

Westward

Time Table No. 134

October 1, 1920

	STATIONS	Distance from Colton	FIRST CLASS							THIRD CLASS					
			37	105	1	35	3	109	101	243	67	149	151	153	91
			Imperial Valley Passenger	Phoenix Limited	Californian	Imperial Valley Passenger	Golden State Limited	Sunset Express	Sunset Limited	Sunset Manifest Freight	Pasadena and Duarte Mixed	Way Freight	Riverside Freight	Crafton Freight	Los Angeles Manifest Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily
DN-R	**RIVER STATION**	57.2								6.00AM	1.40PM	2.05PM	12.45AM	1.35AM	5.00AM
	1.9														
DN-R	**LOS ANGELES**	58.2	s 6.20AM	s 7.45AM	s 11.00AM	s 4.40PM	s 5.30PM	s 8.30PM	s 9.30PM						
	1.2														
	NAUD JCT.	57.0	6.14	7.39	10.53	4.33	5.24	8.24	9.24						
	0.4														
	MISSION JCT.	56.6													
	0.1														
	CROSSING A. T. & S. F. RY.	56.5													
	0.1														
	CROSSING L.A.& S.L. RY.	56.4													
	2.0														
	AURANT	54.4	6.03	7.28	10.41	4.21	5.12	8.13	9.13						
	1.7														
	MAIERS (Spur)	52.7													
	1.4														
DN	**SHORB**	51.3	f 5.57	* 7.22	* 10.35	s **4.16**	* 5.05	s 8.07	**9.07**	5.20	1.00PM	1.35	**12.05AM**	1.10	4.20
	1.6														
	ALHAMBRA	49.7	f 5.52	7.17	10.31	f 4.10	5.00	7.58	9.04	5.10		1.25	11.58PM	1.05	4.15
	1.3														
	SAN GABRIEL	48.4	f 5.49	7.15	10.28	s 4.05	4.57	**7.55**	9.01	5.03		1.20	11.50	1.00	4.10
	1.1														
	RUDELL (Spur)	47.3													
	1.5														
	SAVANNA	45.8	f 5.45	7.11	10.24	f 4.00	4.50	7.49	8.55	4.55		1.15	11.40	12.51	4.00
	1.4														
D	EL MONTE	44.4	f 5.42	7.09	**10.21**	s 3.56	4.47	7.44	8.52	4.50		1.05	**11.34**	12.47	3.55
	0.4														
	CROSSING P. E. RY.	44.0													
	2.3														
D-N	**BASSETT**	41.7	f 5.35	7.05	10.15	s 3.51	**4.41**	7.38	8.47	4.40		12.55	11.00	**12.40**	3.45
	3.4														
D	PUENTE	38.3	f 5.27	7.00	10.09	s **3.46**	4.37	7.33	**8.42**	4.25		12.35	10.45	12.05AM	**3.20**
	1.7														
	PUENTE OIL SIDING	36.6													
	1.1														
	MARNE	35.5	5.21	6.56	10.04	3.37	4.33	7.29	8.37	4.10		12.20	10.35	**11.48PM**	3.11
	3.3														
DN	WALNUT	32.2	f 5.17	6.52	**9.55**	f 3.31	4.28	**7.23**	8.31	**3.55**		12.05PM	**10.23**	11.30	2.58
	3.9														
	SPADRA	28.3	f 5.10	6.47	**9.42**	f 3.23	4.23	7.17	8.25	3.30		11.45AM	9.57	11.15	2.37
	3.6														
DN	**POMONA**	24.7	f 5.04	* 6.42	* **9.35**	s **3.15**	* **4.15**	s 7.12	**8.19**	3.15		11.30 10.03	9.30	**11.00**	2.17
	0.1														
	CROSSING P. E. RY.	24.6													
	3.4														
	NAROD	21.2	f **4.55**	6.36	9.26	Via Chino See Page 13	4.08	7.06	8.11	2.58		**9.41**	9.15	10.20	**2.05**
	2.3														
	CROSSING P. E. RY.	18.9													
	0.1														
DN	**ONTARIO**	18.8	f 4.47	* 6.30	* **9.21**	s 2.40	* 4.04	s 7.00	8.04	2.46		**9.21**	8.50	**9.58**	1.47
	3.6														
D	GUASTI	15.2	f 4.38	6.25	9.14	s 2.33	3.59	6.51	7.56	**2.35**		8.40	8.20	**9.42**	1.30
	3.7														
	ETIWA	11.5	f 4.31	6.20	9.09	f 2.27	3.54	6.46	7.51	2.22		8.10	7.58	9.27	1.10
	2.2														
N	DEOLEZ	9.3	f 4.26	6.17	9.05	f 2.22	3.51	6.43	**7.48**	2.15		8.00	**7.48**	9.22	12.55
	2.4														
	AILSA	6.9	4.22	6.14	9.01	f 2.18	3.47	6.39	**7.44**	2.07		7.30	7.35	9.16	**12.39**
	2.5														
	CROSSING P. E. RY.	4.4													
	0.1														
DN	BLOOMINGTON	4.3	f 4.17	**6.10**	8.57	s 2.14	**3.43**	6.35	7.40	2.00		7.20	7.25	9.10	**12.20AM**
	4.0														
	CROSSING A. T. & S. F. RY.	0.3													
	0.0														
	CROSSING L.A.&S.L.RY.	0.3													
	0.3														
DN-R	**COLTON**	0.0	4.05AM	6.00AM	8.45AM	**2.05PM**	3.30PM	6.25PM	7.30PM	1.35AM		**6.35AM**	7.00PM	8.45PM	**11.30PM**
	(58.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
	Total Time		(2.15)	(1.45)	(2.15)	(2.35)	(2.00)	(2.05)	(2.00)	(4.25)	(0.40)	(7 30)	(5.45)	(4.50)	(5.30)
	Average speed per hour		25.86	33.25	25.90	20.60	29.00	27.93	29.00	13.11	8.85	7.62	10.14	11.83	10.40

Double Track

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

End of double track Shorb will be considered Shorb Station.

***No. 105 stop Ontario, Pomona, Shorb to discharge passengers from Salt River Valley points.**

Nos. 1, 3 and 101 stop all stations in California discharge passengers from El Paso and East.

No. 109 stop all stations discharge passengers from Flowing Well and East.

***Nos. 1 and 3 stop Ontario, Pomona and Shorb on signal to discharge passengers from Yuma and East.**

LOS ANGELES SUBDIVISION.

Eastward

FROM SAN FRANCISCO

Time Table No. 134

October 1, 1920

Capacity Sidings in cars and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS				FIRST CLASS							Distance from San Francisco			STATIONS	
	154	92	94	244	106	110	2	36	4	102	38					
	Way Freight	Los Angeles Manifest Freight	Freight	Sunset Manifest Freight	Phoenix Limited	Sunset Express	Californian	Imperial Valley Passenger	Golden State Limited	Sunset Limited	Imperial Valley Passenger					
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Yard YWOFTP	8.40AM	7.05AM	5.00AM	12.01AM	5.55PM	5.05PM	4.00PM	12.15PM	10.55AM	10.20AM	1.00AM	539.0	DN-R		**COLTON**	0.0
												539.0		Automatic Block Signals	Crossing P. E. Ry.	0.0
												539.0			Crossing Riverside Branch	3.6
81 P	8.52	7.18	5.12	12.12	6.04	5.14	4.09	s 12.24	11.04	10.26	f 1.06	542.6			LOMA LINDA	1.9
73 P	9.02	7.28	5.25	12.25	6.10	5.20	4.15	s 12.30	11.10	10.32	f 1.14	544.5	DN		**REDLANDS JCT.**	1.8
73 P	9.15	7.35	5.42	12.30	6.15	5.24	4.19	12.34	11.14	10.35	1.18	546.3			BROOKSIDE	2.8
E 73 W 73 P	9.32	7.50	6.00	12.45	6.21	5.30	4.25	f 12.40	11.20	10.45	f 1.27	549.1			ORDWAY	3.6
E 73 W 76 PW	10.00	8.10	6.27	1.12	6.34	5.43	4.38	f 12.53	11.33	10.55	f 1.38	552.7	DN		EL CASCO	2.7
77 P	10.15	8.30	6.37	1.24	6.41	5.50	4.45	1.00	11.40	11.00	1.44	555.4			HAIG	1.8
73 P	10.25	8.42	6.47	1.50	6.52	5.55	4.51	f 1.06	11.46	11.04	f 1.50	557.2			HINDA	2.5
73 P	10.32	8.52	6.55	2.09	7.00	6.03	4.58	1.13	11.53	11.10	1.59	559.7			NICKLIN	2.3
Yard WYFP	11.20	9.15	7.15	2.30	7.10	s 6.10	5.05	s 1.20	11.59AM	11.20	s 2.05	562.0	DN		BEAUMONT	3.5
82 P	11.35AM	9.27	7.40	2.45	7.16	6.17	5.11	1.26	12.06PM	11.26	2.15	565.5			PERSHING	2.7
123 P	12.10PM	9.40	7.52	3.01	7.20	s 6.29	5.15	s 1.31	12.10	11.30	s 2.21	568.2	D		BANNING	3.3
73 P	12.50	9.55	8.05	3.12	7.25	6.35	5.20	1.36	12.15	11.34	2.26	571.5			OWL	2.6
E 73 W 73 PW	1.10	10.15	8.25	3.35	7.29	6.40	5.24	f 1.41	12.19	11.38	f 2.31	574.1	DN		CABAZON	2.1
77 P	1.20	10.23	8.31	3.45	7.33	6.44	5.27	f 1.47	12.23	11.41	2.35	576.2			MONS	2.4
72 P	1.55	10.35	8.45	4.00	7.37	6.49	5.31	f 1.55	12.28	11.45	2.40	578.6			FINGAL	4.0
E 69 W 77 PW	2.15	10.52	9.00	4.23	7.43	6.55	5.37	f 2.01	12.34	11.52	f 2.48	582.6	D		WHITE WATER	1.8
								f				584.4			White Water Gravel Pit (Spur)	1.0
73 P	2.23	11.02	9.10	4.35	7.48	6.59	5.42	2.05	12.39	11.56AM	f 2.52	585.4			HUGO	2.7
E 74 W 75 PYW	2.35	11.15	9.35	5.00	7.53	f 7.06	5.47	f 2.09	12.44	12.01PM	f 3.00	588.1	DN		PALM SPRINGS	3.5
74 P	2.45	11.26	9.45	5.10	7.58	7.11	5.52	2.14	12.49	12.06	3.06	591.6			SALVIA	3.5
76 P	2.55	11.42AM	9.55	5.20	8.03	7.16	5.57	2.20	12.54	12.11	3.11	595.1			RIMLON	3.9
73 P	3.15	12.17PM	10.15	5.40	8.08	7.21	6.03	f 2.27	1.00	12.17	f 3.16	599.0	DN		EDOM	2.5
73 P	3.22	12.30	10.26	5.45	8.13	7.25	6.07	f 2.31	1.04	12.21	f 3.20	601.5			DRY CAMP	5.0
73 P	3.40	12.55	10.39	6.02	8.22	7.31	6.14	f 2.38	1.11	12.27	f 3.32	606.5			MYOMA	4.4
Yard WYFP	4.00PM	1.10PM	11.00AM	6.20AM	s 8.35PM	s 7.40PM	s 6.20PM	¶ 2.45PM	s 1.20PM	s 12.35PM	s 3.45AM	610.9	DN-R		**INDIO**	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(71.9)	
	(7.20)	(6.05)	(6.00)	(6.19)	(2.40)	(2.35)	(2.20)	(2.30)	(2.25)	(2.15)	(2.45)				.... Total Time	
	9.80	11.80	11.98	11.38	26.96	27.83	30.81	28.78	29.75	31.95	26.14				.... Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.

Nos. 2, 4 and 102 stop all stations in California on signal to receive passengers for El Paso and East.

No. 110 stop all stations on signal to receive passengers for Flowing Well and East.

LOS ANGELES SUBDIVISION.

TOWARD SAN FRANCISCO

Westward

Time Table No. 134

October 1, 1920

			Distance from Indio	FIRST CLASS							THIRD CLASS		
				37	105	1	35	3	109	101	155	91	243
				Imperial Valley Passenger	Phoenix Limited	Californian	Imperial Valley Passenger	Golden State Limited	Sunset Express	Sunset Limited	Way Freight	Los Angeles Manifest Freight	Sunset Manifest Freight
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
	DN-R	COLTON 0.0	71.9	s 3.40AM	s 5.55AM	s 8.40AM	s 2.00PM	s 3.25PM	s 6.20PM	s 7.25PM	1.30PM	10.50PM	12.55AM
		CROSSING P. E. RY. 0.0	71.9										
Automatic Block Signals		CROSSING RIVERSIDE BRANCH 3.6	71.9										
		LOMA LINDA 1.9	68.3	f 3.25	5.49	8.29	s 1.51	3.16	f 6.14	7.14	1.05	10.35	12.40
	DN	REDLANDS JCT. 1.8	66.4	f 3.19	5.45	8.25	s 1.48	3.13	6.10	7.11	12.56	10.25	12.25
		BROOKSIDE 2.8	64.6	3.14	5.42	8.21	1.45	3.09	6.05	7.08	12.51	10.10	12.15
		ORDWAY 3.6	61.8	f 3.05	5.36	8.16	f 1.41	3.04	6.00	7.04	12.40	10.00	12.05AM
	DN	EL CASCO 2.7	58.2	f 2.54	5.31	8.10	f 1.35	2.57	5.55	6.59	12.16PM	9.45	11.50PM
		HAIG 1.8	55.5	2.48	5.26	8.03	1.31	2.53	5.50	6.55	11.59AM	9.34	11.40
		HINDA 2.5	53.7	f 2.44	5.23	7.59	f 1.28	2.50	5.40	6.52	11.46	9.28	11.30
		NICKLIN 2.3	51.2	2.36	5.19	7.55	1.24	2.46	5.36	6.48	11.28	9.19	11.20
	DN	BEAUMONT 3.5	48.9	s 2.30	5.15	f 7.50	s 1.20	2.42	s 5.31	6.44	11.20	9.10	11.10
		PERSHING 2.7	45.4	2.15	5.07	7.40	1.08	2.33	5.22	6.36	10.50	8.47	10.50
	D	BANNING 3.3	42.7	s 1.56	5.00	7.30	s 1.00	2.25	s 5.15	6.29	10.30	8.35	10.35
		OWL 2.6	39.4	1.43	4.52	7.19	12.50	2.15	5.00	6.19	9.55	8.20	10.15
	DN	CABAZON 2.1	36.8	f 1.35	4.44	7.11	f 12.41	2.09	f 4.52	6.12	9.30	8.05	10.00
		MONS 2.4	34.7	1.28	4.36	7.04	f 12.35	2.03	4.47	6.06	9.05	7.33	9.40
		FINGAL 4.0	32.3	1.24	4.31	6.58	f 12.28	1.55	4.42	6.00	8.45	7.15	9.25
	D	WHITE WATER 1.8	28.3	f 1.16	4.23	6.50	s 12.19	1.47	f 4.30	5.50	8.25	6.55	9.05
		White Water Gravel Pit (Spur) 1.0	26.5				f						
		HUGO 2.7	25.5	f 1.10	4.15	6.44	f 12.10	1.39	4.21	5.42	8.14	6.30	8.52
	DN	PALM SPRINGS 3.5	22.8	s 1.00	4.06	6.35	s 12.01PM	1.30	s 4.15	5.35	8.00	6.15	8.40
		SALVIA 3.5	19.3	12.42	3.55	6.25	11.49AM	1.19	4.05	5.22	7.45	5.52	8.20
		RIMLON 3.9	15.8	12.37	3.50	6.19	11.42	1.13	3.59	5.17	7.35	5.17	8.03
	DN	EDOM 2.5	11.9	f 12.29	3.44	6.14	f 11.34	1.08	3.53	5.11	7.10	4.50	7.40
		DRY CAMP 5.0	9.4	f 12.24	3.40	6.10	f 11.30	1.04	3.49	5.07	7.00	4.40	7.25
		MYOMA 4.4	4.4	f 12.17	3.32	6.02	f 11.23	12.55	3.40	5.00	6.47	4.20	7.00
	DN-R	INDIO	0.0	12.10AM	3.20AM	5.55AM	11.15AM	12.45PM	3.30PM	4.50PM	6.30AM	4.00PM	6.35PM
		(71.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
		Total Time........................		(3.30)	(2 35)	(2.45)	(2.45)	(2.40)	(2 50)	(2.35)	(7.00)	(6.50)	(6.20)
		Average speed per hour		20.54	27.83	26.14	26.14	26.90	25.37	27.83	10.27	9.60	11.35

Westward trains are superior to trains of the same class in the opposite direction.

Nos. 1, 3 and 101 stop all stations in California on signal to discharge passengers from El Paso and East.
No. 109 stop all stations on signal to discharge passengers from Flowing Well and East.

INDIO SUBDIVISION.

Eastward

FROM SAN FRANCISCO

Time Table No. 134
October 1, 1920

Capacity sidings in cars and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				FIRST CLASS							Distance from San Francisco		STATIONS
	92	94	244	156	106	110	2	36	4	102	38			
	Los Angeles Manifest Freight	Freight	Sunset Manifest Freight	Way Freight	Phoenix Limited	Sunset Express	Californian	Imperial Valley Passenger	Golden State Limited	Sunset Limited	Imperial Valley Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard YWFP	2.00PM	11.30AM	6.50AM	5.00AM	8.40PM	7.50PM	6.25PM	**3.00PM**	1.25PM	**12.40PM**	3.55AM	610.9		DN-R **INDIO** 3.5
86 P	**2.15**	11.40	7.05	**5.38**	8.46	s 8.00	6.33	s **3.07**	1.33	12.46	s 4.04	614.4		D COACHELLA 3.6
61 P	**2.30**	11.46	7.12	6.10	8.52	s 8.10	6.38	s 3.12	1.38	12.51	s 4.12	618.0		D THERMAL 2.8
											f	620.8		ARABIA (Spur) 3.3
155 PW	**2.45**	11.56AM	7.22	7.00	9.01	s 8.22	6.47	s 3.24	**1.47**	1.00	s 4.24	624.1		DN MECCA 4.7
73 P	3.00	**12.14PM**	7.40	7.20	9.10	8.29	6.54	f 3.31	**1.54**	1.06	f 4.31	628.8		CALEB 4.5
73 P	3.15	12.22	8.00	7.40	9.19	8.35	7.00	f 3.38	2.00	**1.13**	f 4.37	633.3		MORTMAR 4.5
73	**3.36** **4.00**	12.34	8.20	8.00	9.28	8.41	7.06	f **3.46**	**2.06**	**1.19**	f 4.44	637.8		D SALTON 4.3
73 P	**4.20**	**12.45**	8.40	8.20	9.37	8.49	7.13	f **3.53**	2.12	1.26	f **4.53**	642.1		DURMID 4.7
74 P	4.34	**12.55**	9.05	8.40	9.44	8.56	7.20	f **4.00**	2.19	1.33	f 4.59	646.8		DN BERTRAM 4.3
74 P	4.45	1.06	9.22	9.00	9.50	9.02	7.26	f 4.07	2.25	**1.42**	f 5.06	651.1		POPE 4.5
74 P	5.00	**1.28** **1.49**	**9.42**	9.17	9.57	9.08	7.32	f 4.14	2.31	**1.49**	f 5.14	655.6		FRINK 4.5
74 P	5.12	2.06	10.10	**9.36**	10.05	9.15	7.38	f 4.21	**2.37**	1.55	f 5.21	660.1		WISTER 3.4
75 P	5.22	**2.25**	10.25	10.00	**10.12**	9.22	7.43	f 4.27	2.44	2.00	f 5.27	663.5		MUNDO 4.0
Yard YWFOP	5.42	**2.45** **3.20**	**10.50**	**10.35AM** **12.01PM**	10.22	s 9.30 9.50	s 7.55	s 4.35PM	s **2.55**	s **2.10**	s 5.40AM	667.5	Automatic Block Signals	DNR **NILAND** 4.2
72 P	6.00	3.35	**11.10**	12.15	10.30	f 9.58	8.02		3.02	2.19		671.7		FLOWING WELL 2.7
124 P	6.15	3.45	**11.22**	12.30	10.34	f 10.02	8.10		**3.08**	2.24		674.4		IRIS 4.1
73 P	6.30	4.00	11.35	**12.44** **1.05**	10.40	f 10.10	8.18		3.18	2.30		678.5		TORTUGA 6.1
73 Y	7.00	4.15	11.50AM	1.30	10.47	f 10.19	8.31		3.30	2.37		684.6		DN AMOS 5.5
60 P	7.20	4.27	**12.03PM**	1.47	10.57	f 10.30	8.39		3.39	**2.43**		690.1		ACOLITA 5.5
74 P	7.40	4.39	**12.23**	2.05	11.05	f 10.38	8.47		3.47	2.51		695.6		MESQUITE 2.5
73 P	7.55	4.44	12.35	**2.32**	11.10	s 10.45	8.51		3.51	2.55		698.1		DN GLAMIS 4.9
73 P	8.10	4.56	1.00	**3.01**	11.16	f 10.54	8.59		3.59	**3.01**		703.0		RUTHVEN 6.4
73 P	8.30	5.08	1.25	3.25	11.26	f 11.04	9.08		4.08	3.08		709.4		DRYLYN 2.9
73 P	8.43	5.14	1.43	3.40	11.31	f 11.09	9.13		4.13	3.13		712.3		CACTUS 4.3
62 P	8.58	5.25	**2.08**	4.00	11.39	s 11.17	9.20		4.20	3.19		716.6		DN OGILBY 6.1
79 P	**9.29**	5.37	2.22	**4.29**	11.47	11.26	**9.29**		**4.29**	3.28		722.7		KNOB 3.4
P												726.1		DN **ARAZ JUNCTION** 0.9
72 P	9.45	5.48	2.43	5.00	11.56PM	11.34	9.38		4.38	3.35		727.0		ARAZ 4.9
37	9.55	5.58	2.53	5.20	12.05AM	f 11.45	9.46		4.46	3.43		731.9		**COLORADO** 0.8
WOP	10.00PM	6.05PM	3.00PM	5.30PM	s 12.10AM	s 11.50PM	s 9.50PM		s 4.50PM	s 3.45PM		732.7		**YUMA** (No Siding)
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(121.8)
	(8.00) 15.30	(6.35) 18.59	(8.10) 14.58	(12.30) 9.79	(3.30) 34.97	(4.00) 30.60	(3.25) 35.64	(1.35) 35.97	(3.25) 35.64	(3.05) 39.69	(1.45) 32.34			.... Total Time .... Average speed per our

Westward trains are superior to trains of the same class in the opposite direction.

Time given in train orders Yuma will be at Lead Switch, Second Street.

Arriving time Patio, No. 106, 12.20 a. m.; No. 102, 3.51 p. m; No. 4, 4.56 p. m.; No. 2, 9.56 p. m, No. 110, 11.59 p. m. (Pacific Time).

Trains, except First Class, moving from Yuma to Patio not pass Lead Switch near Second Street without signal from yard man.

Nos. 2, 4, 110 and 102 stop all stations in California on signal to receive passengers for El Paso and East.

INDIO SUBDIVISION.

TOWARD SAN FRANCISCO

Westward

Time Table No. 134

October 1, 1920

			Distance from Patio	FIRST CLASS							THIRD CLASS		
				105	1	35	3	109	101	37	91	157	243
				Phoenix Limited	Californian	Imperial Valley Passenger	Golden State Limited	Sunset Express	Sunset Limited	Imperial Valley Passenger	Los Angeles Manifest Freight	Way Freight	Sunset Manifest Freight
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily
DN-R	**INDIO**	3.5	122.4	s 3.15AM	s 5.45AM	¶ 10.55AM	s **12.40**PM	s 3.20PM	s 4.45PM	s 11.55PM	2.30PM	**2.45**PM	6.05PM
D	COACHELLA	3.6	118.9	3.08	**5.38**	s 10.45	12.34	s **3.07**	4.34	s 11.42	**2.15**	2.37	5.45
D'	THERMAL	2.8	115.3	3.04	5.32	s 10.36	12.28	f 2.58	4.28	s 11.27	2.03	**2.30**	5.35
	ARABIA (Spur)	3.3	112.5										
DN	MECCA	4.7	109.2	2.55	5.21	s 10.27	12.20	s **2.45**	4.18	s 11.13	**1.47**	2.10	5.20
	CALEB	4.5	104.5	2.49	5.14	f 10.19	**12.14**	2.28	4.12	f 11.03	1.30	**1.54**	5.05
	MORTMAR	4.5	100.0	2.44	5.07	f 10.13	12.08	2.20	4.07	f 10.56	**1.13**	1.35	4.50
D	SALTON	4.3	95.5	2.38	5.00	f 10.07	12.02PM	f **2.06**	**4.00**	f 10.49	1.00	**1.19**	4.35
	DURMID	4.7	91.2	2.33	**4.53**	f 10.01	11.56AM	1.56	**3.53**	f 10.42	**12.45**	1.05	**4.20**
DN	BERTRAM	4.3	86.5	2.27	4.46	f 9.54	11.50	f 1.49	3.46	f 10.36	12.22	**12.55**	**4.00**
	POPE	4.5	82.2	2.22	4.41	f 9.48	11.44	**1.42**	**3.41**	f 10.30	12.10PM	12.45	**3.41**
	FRINK	4.5	77.7	2.17	4.35	f **9.42**	11.38	**1.33**	3.35	f 10.24	11.52AM	12.32	2.50
	WISTER	3.4	73.2	2.11	4.30	f **9.36**	**11.32**	f 1.26	3.29	f 10.18	**11.32**	12.20	**2.37**
	MUNDO	4.0	69.8	2.07	4.26	f 9.31	11.28	1.20	3.25	f **10.12**	11.05	12.12	**2.25**
DNR	**NILAND**	4.2	65.8	s 2.00	s 4.20	9.25AM	s **11.21**	s 1.12	s **3.20**	10.00PM	**10.50**	**12.01**PM	**2.10**
	FLOWING WELL	2.7	61.6	1.52	4.09		**11.10**	f 12.59	3.12		10.19	11.30AM	1.45
	IRIS	4.1	58.9	1.48	4.05		11.07	f 12.55	**3.08**		10.00	**11.22**	1.15
	TORTUGA	6.1	54.8	1.43	3.58		**11.01**	f **12.49**	2.59		9.35	**11.01**	**1.05**
DN	AMOS	5.5	48.7	1.36	3.48		10.53	f **12.40**	2.50		9.07	10.27	**12.40**
	ACOLITA	5.5	43.2	1.29	3.40		10.46	f 12.34	**2.43**		8.40	10.00	**12.03**PM
	MESQUITE	2.5	37.7	1.22	3.33		10.39	f **12.23**	2.35		8.10	9.33	11.30AM
DN	GLAMIS	4.9	35.2	1.19	f 3.29		10.35	s 12.18	**2.32**		8.00	9.20	11.10
	RUTHVEN	6.4	30.3	1.12	3.22		10.28	f 12.10	2.25		7.40	8.57	10.55
	DRYLYN	2.9	23.9	1.04	3.13		10.19	f 12.02PM	2.17		7.08	8.25	10.40
	CACTUS	4.3	21.0	12.59	3.09		10.14	f 11.56AM	2.13		6.50	8.10	10.30
DN	OGILBY	6.1	16.7	12.53	3.04		10.08	s 11.50	**2.08**		6.28	7.47	10.15
	KNOB	3.4	10.6	12.42	2.54		**9.57**	11.41	2.00		5.53	7.17	**9.57**
DN	**ARAZ JUNCTION**	0.9	7.2										
	ARAZ	4.9	6.3	12.35	2.47		9.49	11.33	1.54		5.30	6.57	9.25
	COLORADO	0.8	1.4	12.28	2.37		9.42	f 11.27	1.47		5.05	6.35	9.05
	YUMA (No Siding)		0.6	*12.26AM	* 2.35AM		* 9.40AM	*11.25AM	* 1.45PM		5.00AM	6.30AM	9.00AM
	(121.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily
	Total Time			(2.49)	(3.10)	(1.30)	(3.00)	(3.55)	(3.00)	(1.55)	(9.30)	(8.15)	(9.05)
	Average speed per hour			43.45	38.52	37.73	40.60	31.24	40.60	29.53	12.88	14.83	13.43

Automatic Block Signals (NILAND to YUMA)

Westward trains are superior to trains of the same class in the opposite direction.

*Leaving time Patio No. 105, 12:20 a. m.; No. 1, 2:25 a. m.; No. 3, 9:29 a. m.; No. 109, 11:16 a. m.; No. 101, 1:35 p. m. (Pacific Time).

Time given in train orders Yuma will be at Lead Switch, Second Street.

Trains, except First Class, moving from Yuma to Patio not pass Lead Switch near Second Street without signal from yard man.

Nos. 1, 3, 109 and 101 stop all stations in California on signal to discharge passengers from El Paso and East.

SANTA BARBARA SUBDIVISION.

Eastward From San Francisco									Toward S. Fran. Westward		
Capacity sidings in cars and location of Scales, Fuel, Water, Turning and Telephone Stations.		THIRD CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 134 October 1, 1920	Distance from Saugus	FIRST CLASS		THIRD CLASS
		134 Way Freight	58 Ojai Passenger	56 Oxnard Passenger					55 Ojai Passenger	57 Oxnard Passenger	133 Way Freight
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
48	Y	6.45AM	3.30PM	8.15AM	403.2	D-R	**MONTALVO** 4.4	45.5	s 10.12AM	s 9.20PM	1.30PM
64		7.15	s 3.41	s 8.25	407.6	D	SATICOY 3.4	41.1	s 10.00	s 9.07	1.10
19					411.0		LIMCO 0.3	37.7			
37		7.25	f 3.50	f 8.33	411.3		HAINES 2.0	37.4	f 9.52	f 9.00	12.40
					413.3		TEPIO (Spur) 0.7	35.4			
15					414.0		BLANCHARDS 0.7	34.7			
51	W	8.15	s 4.00	s 8.45	414.7	D	SANTA PAULA 1.2	34.0	s 9.43	s 8.50	12.15PM
					415.9		KEVET (Spur) 5.4	32.8			
					421.3		KEITH (Spur) 0.5	27.4			
24		9.00	f 4.14	f 9.00	421.8		SESPE 1.1	26.9	f 9.30	f 8.31	11.20AM
			f	f	422.9		BROWNSTONE (Spur) 1.6	25.8	f	f	
43		9.25	s 4.27	s 9.10	424.5	D	FILLMORE 3.7	24.2	s 9.25	s 8.25	11.00
37		10.10	f 4.33	f 9.17	428.2		CAVIN 1.0	20.5	f 9.17	f 8.14	10.35
					429.2		CATES (Spur) 0.7	19.5			
23		10.30	f 4.37	f 9.23	429.9		BUCKHORN 1.9	18.8	f 9.13	f 8.09	10.30
37	W	10.45	s 4.43	s 9.28	431.8	D	PIRU 2.5	16.9	s 9.08	f 8.05	10.20
23		11.05	f 4.50	f 9.35	434.3		CAMULOS 4.1	14.4	f 9.00	f 7.54	10.05
38		11.35AM	f 5.01	f 9.50	438.4		KEMP 2.6	10.3	f 8.52	f 7.45	9.50
			f	f	441.0		DEL VALLE (No Siding) 3.1	7.7	f	f	
39		12.15PM	f 5.11	f 10.06	444.1		CASTAIC 1.1	4.6	f 8.43	f 7.32	9.05
19					445.2		OBERG 2.7	3.8			
23					447.9		PARDEE 0.8	0.8			
82	FWY	1.00PM	s 5.25PM	s 10.15AM	448.7	DN-R	**SAUGUS**	0.0	8.35AM	7.20PM	8.45AM
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(45.5)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		(6.15) 7.66	(1.55) 23.71	(2.00) 22.75			Total Time Average speed per hour		(1.37) 28.14	(2.00) 22.75	(4.45) 9.50

SANTA BARBARA SUBDIVISION.

Eastward From San Francisco									Toward S. Fran. Westward		
Capacity sidings in cars and location of Scales, Fuel, Water, Turning and Telephone Stations.		SECOND CLASS			Distance from San Francisco		Time Table No. 134 October 1, 1920	Distance from Ventura Junc.	SECOND CLASS		
				46 Mixed					45 Mixed		
				Leave Daily			STATIONS		Arrive Daily		
P 17	WFT			1.30PM	412.3	R D	**OJAI** 1.2	15.0	11.55AM		
				f	411.1		MATILIJA (Spur) 2.2	13.8	f		
				f	408.9		TICO (Spur) 2.1	11.6	f		
10				f	406.8		OAKVIEW 1.7	9.5	f		
				f	405.1		LACROSS (Spur) 2.2	7.8	f		
5				f	402.9		CANET 0.5	5.6	f		
				f	402.4		WELDONS (Spur) 1.6	5.1	f		
10				f	400.8		ORTONVILLE 1.8	3.5	f		
				f	399.0		CHRISMAN (Spur) 1.3	1.7	f		
				f	397.7		MAIN STREET (Spur) 0.4	0.4	f		
				s 2.30PM	397.3	R	**VENTURA JCT.**	0.0	11.00AM		
				Arrive Daily			15.0)		Leave Daily		
				(1.00) 15.00			Total Time Average speed per hour		(0.55) 16.36		

All trains stop on signal at Foster Memorial Park.

SANTA BARBARA SUBDIVISION.

Eastward From S. Fran.									Toward S. Fran. Westward		
Capacity sidings in cars and location of Scales, Fuel, Water, Turning and Telephone Stations.				THIRD CLASS	Distance from San Francisco		Time Table No. 134 October 1, 1920	Distance from Burbank	THIRD CLASS		
				40 Mixed					41 Mixed		
				Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday		
				11.30AM	446.1		**CHATSWORTH JCT.** 3.0	20.7	s 9.30AM		
					449.1		Crossing P. E. Ry. 0.1	17.7			
37				s 11.50AM	449.2	D	OWENSMOUTH 4.2	17.6	s 9.15		
37				f	453.4		RESEDA 2.0	13.4	f		
33				f	455.4		ENCINO 3.0	11.4	f		
					458.4		Crossing P. E. Ry. 0.0	8.4			
39				s 12.45PM	458.4	D	VAN NUYS 1.5	8.4	s 8.30		
38				f	459.9		KESTER 1.3	6.9	f		
6				f	461.2		GARNSEY 1.6	5.6	f		
7				s 1.10	462.8	D	LANKERSHIM 1.1	4.0	s 8.00		
					463.9		LAPACO (Spur) 0.7	2.9			
				f	464.6		MACNEIL (Spur) 2.2	2.2	f		
66	WY			s 1.30PM	466.8		**BURBANK**	0.0	7.40AM		
				Arrive Daily Ex. Sunday			(20.7)		Leave Daily Ex. Sunday		
				(2.00) 10.35			Total Time Average speed per hour		(1.50) 11.35		

Westward trains are superior to trains of the same class in the opposite direction.

LOS ANGELES SUBDIVISION

Eastw'd from S. Fran.			Time Table No. 134 October 1, 1920		Toward San Fran. West'd
Capacity sidings in cars, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 64 Mixed Leave Daily Ex. Sunday	Distance from San Francisco	STATIONS	Distance from Pasadena	THIRD CLASS 65 Mixed Arrive Daily Ex. Sunday
Yard	6.40AM	487.7	DN-R **SHORB**	4.8	8.30AM
			0.8		
		488.5	NORTH SHORB CROSSING P. E. RY.	4.0	
			1.0		
I		489.5	CROSSING P. E. RY.	3.0	
			0.4		
		489.9	SO. PASADENA	2.6	
			0.7		
23		490.6	GARFIELD AVE.	1.9	
			0.6		
15		491.2	RAYMOND HOTEL	1.3	
			0.0		
		491.2	CROSSING A. T. & S. F. RY.	1.3	
			1.3		
Yard WT	7.05AM	492.5	D-R **PASADENA**	0.0	8.10AM
	Arrive Daily Ex. Sunday		(4.8)		Leave Daily Ex. Sunday
	(0.25)		Total Time		(0.20)
	11.15		Average Speed per hour		14.40

LOS ANGELES SUBDIVISION

Eastward From San Fran.			Time Table No. 134 October 1, 1920	Toward San Fran.	Westward
Capacity sidings in cars and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 66 Mixed Leave Daily Ex. Sunday	Distance from San Francisco	STATIONS	Distance from End of Track	THIRD CLASS 67 Mixed Arrive Daily Ex. Sunday
Yard	8.35AM	487.7	DN-R **SHORB**	14.0	s 1.00PM
			1.0		
		488.7	CROSSING P. E. RY.	13.0	
			0.8		
19	s 8.45	489.5	NORTH ALHAMBRA	12.2	s 12.50
			0.6		
18	f	490.1	EAST ALHAMBRA	11.6	f
			1.6		
41	f 8.55	491.7	SAN MARINO	10.0	f 12.35
			1.2		
		492.9	SUNNYSLOPE (Spur)	8.8	
			0.7		
8	f	493.6	CHAPMAN	8.1	f
			1.3		
		494.9	PARADA (Spur)	6.8	
			0.4		
		495.3	CROSSING P. E. RY.	6.4	
			1.2		
20	s 9.25	496.5	D ARCADIA	5.2	s 12.05PM
			0.1		
I		496.6	CROSSING A. T. & S. F. RY.	5.1	
			1.6		
52 W	s 9.40	498.2	D MONROVIA	3.5	s 11.55AM
			1.9		
21 TW	s 9.50	500.1	D-R **DUARTE**	1.6	s 11.35
			1.5		
		501.6	RIVAS	0.1	
			0.1		
59	10.00AM	501.7	END OF TRACK (14.0)	0.0	10.05AM
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday
	(1.25)		Total Time		(2.55)
	9.28		Average speed per hour		4.80

LOS ANGELES SUBDIVISION

Eastw'd from S. Fran.			Time Table No. 134 October 1, 1920			Westward Toward S. Fran-
Capacity sidings in cars, and location of Scales, Fuel, Water and Turning Stations.		Distance from San Francisco	STATIONS		Distance from Branch Terminals	
96 W		497.3	DN-R **BASSETT**		17.8	
			3.6			
34		500.9	BALDWIN PARK		14.2	
			0.1			
		501.0	CROSSING P. E. RY.		14.1	
			0.4			
28		501.4	CRUSHTON		13.7	
			0.3			
3		501.7	WITHAM		13.4	
			0.6			
33		502.3	IRWINDALE		12.8	
			0.7			
		503.0	LATEEN (Spur)		12.1	
			1.1			
25		504.1	AZUSA AVENUE		11.0	
			1.0			
40 W		505.1	D COVINA		10.0	
			1.6			
9		506.7	SAVOY		8.4	
			0.7			
27		507.4	CHARTER OAK		7.7	
			1.1			
		508.5	R CRSG. P.E.RY. LONE HILL	Staff System	6.6	
			1.0			
38		509.5	SAN DIMAS		5.6	
			2.4			
57		511.9	LA VERNE		3.2	
			1.4			
		513.3	GANESHA JCT.		1.8	
			0.6			
		513.9	CROSSING P. E. RY.		1.2	
			0.6			
		514.5	CROSSING P. E. RY.		0.6	
			0.6			
Yard ITW		515.1	DN-R **POMONA**		0.0	
			(17.8)			

Service by extras only.

LOS ANGELES SUBDIVISION

FROM SAN FRANCISCO Eastward			Time Table No. 134 October 1, 1920		Toward S. Fran. Westward
Capacity sidings in cars, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS 36 Imperial Valley Passenger Leave Daily	Distance from San Francisco	STATIONS	Distance from Westmorland	FIRST CLASS 35 Imperial Valley Passenger Arrive Daily
W	11.05AM	514.3	DN-R **POMONA**	10.8	s 3.15PM
			1.1		
I		515.4	CROSSING L. A. & S. L. RY.	9.7	
			0.3		
		515.7	CROSSING P. E. RY.	9.4	
			4.3		
38 WY	s 11.20	520.0	D CHINO	5.1	s 2.57
			2.4		
		522.4	EUCLID AVENUE (Spur)	2.7	
			2.6		
I		525.0	CROSSING L. A. & S. L. RY.	0.1	
			0.1		
Yard	s 11.35AM	525.1	DN-R **ONTARIO**	0.0	2.40PM
	Arrive Daily		(10.8)		Leave Daily
	(0.30)		Total Time		(0.35)
	21.60		Average speed per hour		19.10

LOS ANGELES SUBDIVISION

Eastw'd from S. Fran.				Time Table No. 134 October 1, 1920		Toward S. Fran. Westward
Length of sidings in cars and location of Scales, Fuel, Water and Turning Stations.		Distance from San Francisco via Colton		STATIONS	Distance from San Bernardino	
Yard P		546.2		DN-R **RIVERSIDE**	10.4	
				0.8		
I		545.4		CROSSING L. A. & S. L. RY.	9.6	
				0.0		
		545.4	Automatic Block Signals	**RIVERSIDE JUNC.**	9.6	
				2.1		
24		543.3		ORANGE CENTER	7.5	
				1.0		
98 P		542.3		HIGHGROVE	6.5	
				1.1		
3		541.2		GRAND TERRACE	5.4	
				2.2		
		539.0		CROSSING MAIN LINE	3.2	
				0.0		
Yard WYOFP		539.0		DN-R **COLTON**	3.2	
				3.0		
I		542.0		CROSSING A. T. & S. F. RY.	0.2	
				0.2		
Yard WY		542.2		DR **SAN BERNARDINO**	0.0	
				(10.4)		

Service by extras only.

LOS ANGELES SUBDIVISION

From San Francisco Eastward			Time Table No. 134 October 1, 1920		Toward S. Fran. Westward
Capacity sidings of cars, and location in Scales, Fuel, Water and Turning Stations.		Distance from San Francisco via Redlands Junc.	STATIONS	Distance from Sunshine Heights	
73		544.5	DN-R **REDLANDS JCT.**	8.7	
			0.5		
		545.0	**MOTOR JCT.**	8.2	
			2.8		
Yard W		547.8	D REDLANDS	5.4	
			0.1		
		547.9	CROSSING P. E. RY.	5.3	
			1.3		
		549.2	EASTBERNE (Spur)	4.0	
			0.7		
		549.9	WARNER (Spur)	3.3	
			0.6		
		550.5	MENTONE (Spur)	2.7	
			0.9		
Yard Y		551.4	R **CRAFTON**	1.8	
			1.8		
		553.2	SUNSHINE HEIGHTS (Spur)	0.0	
			(8.7)		

Service by extras only.

Westward trains are superior to trains of the same class in opposite direction.

INDIO SUBDIVISION.

Eastward FROM SAN FRANCISCO | TOWARD SAN FRANCISCO Westward

Time Table No. 134

October 1, 1920

Capacity sidings in cars, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS		Distance from San Francisco		STATIONS	Distance from Calexico	FIRST CLASS		THIRD CLASS
	158	36	38					35	37	159
	Freight	Passenger	Passenger					Passenger	Passenger	Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Yard WYFOP	6.00AM	4.45PM	5.50AM	667.5	DN-R	**NILAND**	41.0	s 9.22AM	s 9.35PM	2.30PM
						4.5				
77 P	6.10	f 4.55	f 5.59	672.0		ESTELLE	36.5	f 9.12	f 9.25	2.05
						3.7				
29 PY	6.50	s 5.05	s 6.12	675.7	D	**CALIPATRIA**	32.8	s 9.05	s 9.17	1.15
						1.2				
77 P	6.55	f 5.08	f 6.14	676.9		BERNICE	31.6	f 9.00	f 9.10	12.50
						4.1				
32 P	7.10	f 5.18	f 6.20	681.0		ROCKWOOD	27.5	f 8.53	f 9.00	12.30PM
						2.5				
				683.5		WOODS (Spur)	25.0			
						0.3				
		f	f	683.8		HOVELY (Spur)	24.7	f	f	
						2.4				
81 WP	**8.45**	s 5.35	s 6.50	686.2	D	BRAWLEY	22.3	s **8.45**	s 8.50	11.55AM
						1.4				
				687.6		KATSURA (Spur)	20.9			
						0.4				
				688.0		MELON (Spur)	20.5			
						2.3				
82 P	9.00	f 5.45	f 6.55	690.3		GRAPE	18.2	f 8.30	f 8.25	10.35
						5.3				
91 WP	**10.15**	s 6.00	s 7.15	695.6	D	IMPERIAL	12.9	s 8.20	s 8.15	**10.15**
						3.8				
149 PY	11.59AM	s 6.20	s 7.50	699.4	DN-R	**EL CENTRO**	9.1	s 8.12	s 8.00	9.50
						4.6				
78 P	12.30PM	s 6.30	s **8.00**	704.0		HEBER	4.5	s **8.00**	s 7.42	8.50
						4.5				
Yard WYFOP	12.45PM	s 6.45PM	s 8.15AM	708.5	DN-R	**CALEXICO**	0.0	7.45AM	7.30PM	8.30AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(41.0)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(6.45) 6.07	(2.00) 20.50	(2.25) 16 90			.... Total Time .... Average speed per hour		(1.37) 25.38	(2.05) 19.68	(6.00) 6.83

INDIO SUBDIVISION

FROM SAN FRANCISCO Eastward | Toward S. Fran. Westward

Time Table No. 134

October 1, 1920

Capacity sidings in cars and location of Scales, Fuel, Water and Turning Stations.	Distance from San Francisco	STATIONS	Distance from Westmorland
29	675.7	**CALIPATRIA**	12.6
		4.9	
12	680.6	POPPY	7.7
		2.5	
22	683.1	FONDA	5.2
		5.2	
16 (Spur)	688.3	**WESTMORLAND**	0.0
		(12.6)	

Service performed by extras only.

INDIO SUBDIVISION

FROM SAN FRANCISCO | TOWARD SAN FRANCISCO

Time Table No. 134

October 1, 1920

Capacity sidings in cars, and location of Scales, Fuel, Water and Turning Stations.	Distance from San Francisco	STATIONS	Distance from Potholes
	732.2	**COLORADO**	12.2
		2.0	
37	734.2	RAWLINGS (Spur)	10.2
		3.6	
	737.8	BARD (Spur)	6.6
		1.8	
25	739.6	SELLEW	4.8
		4.2	
16	743.8	LAGUNA	0.6
		0.6	
	744.4 R	**POTHOLES**	0.0
		(12.2)	

Service performed by extras only.

Westward trains are superior to trains of the same class in opposite direction.

LOS ANGELES SUBDIVISION.

Eastward FROM SAN FRANCISCO

TOWARD SAN FRANCISCO Westward

Capacity sidings in cars and location of Scales, Fuel, Water and Turning Stations	THIRD CLASS							FIRST CLASS		Distance from San Francisco	Time Table No. 134 October 1, 1920	Distance from Newport Beach	FIRST CLASS			THIRD CLASS					
	114	116	278	274	272	270		124	122				121	123		273	113	115			
	Whittier Freight	Santa Ana Freight	Mixed	Mixed	Mixed	Mixed		Anaheim Motor	Anaheim Motor				Anaheim Motor	Anaheim Motor		Mixed	Whittier Freight	Santa Ana Freight			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sun.& Wed.	Leave Wednesday Only	Leave Daily Ex. Sunday		Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily		Arrive Wednesday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
Yard IYTWFOP	10.40PM	10.00PM								481.8	DN-R **RIVER STA.** 1.9	46.4					7.00PM	8.25PM			
Yard YWTOF	11.00	10.15						5.20PM	10.00AM	483.7	DN-R **LOS ANGELES** 1.8	44.5	s 7.50AM	s 1.20PM			6.45	8.10			
I										485.5	CROSSING P. E. RY. 0.9	42.7									
98								5.34	10.14	486.4	VERNONDALE 0.9	41.8	7.36	1.06							
I										487.3	CROSSING A. T. & S. F. RY. 0.2	40.9									
										487.5	CROSSING P. E. RY. 0.1	40.7									
										487.6	NADEAU 1.5	40.6									
53 YWP	11.30	10.50						s 5.42	s 10.22	489.1	D-R **FLORENCE** 1.0	39.1	s 7.28	s 12.58			6.20	7.40			
19										490.1	ARDMORE 1.8	38.1									
I										491.9	CROSSING L. A. & S. L. RY. 0.2	36.3									
24	11.45PM	11.00						f 5.48	f 10.28	492.1	CUDAHY 1.1	36.1	f 7.22	f 12.52			6.02	7.20			
10								f	f	493.2	VINVALE 1.8	35.0	f	f							
21	12.10AM	11.15						s 5.54	s 10.34	495.0	D DOWNEY 2.4	33.2	s 7.16	s 12.46			5.54	7.10			
17 P	12.20AM	11.20						s 5.58	s 10.38	497.4	R **STUDEBAKER** 1.7	30.8	f 7.11	s 12.41			5.30PM	6.55			
39		11.35						s 6.02	s 10.42	499.1	D NORWALK 2.1	29.1	s 7.07	s 12.37				6.45			
20		11.45PM						f 6.06	f 10.46	501.2	CARMENITA 2.2	27.0	f 7.02	f 12.32				6.35			
										503.4	LINEA (Spur) 1.0	24.8									
76		12.05AM						s 6.12	s 10.52	504.4	D BUENA PARK 1.0	23.8	s 6.57	s 12.27				6.25			
32		12.10						f 6.14	f 10.54	505.4	ALMOND 1.7	22.8	f 6.55	f 12.25				6.14			
15		12.15						f 6.17	f 10.57	507.1	BROOKHURST 1.9	21.1	f 6.52	f 12.22				5.55			
24 WY		12.40						s 6.30	s 11.10	509.0	D-R **WEST ANAHEIM**	19.2	6.48	12.18				5.40			
24 WY					9.45AM					509.0	D-R **WEST ANAHEIM** 0.8	18.4									
										509.8	DREYFUS (Spur) 1.2	17.6									
29					9.55					511.0	MIRAFLORES 1.1	16.4									
					10.05AM					512.1	R **WEST ANAHEIM JCT.**	15.3									
24 WY		12.40		9.45AM				6.30	11.10	509.0	D-R **WEST ANAHEIM** 1.2	19.2	s 6.48	s 12.18				5.40			
39		1.00		s 9.52				s 6.35PM	s 11.15AM	510.2	R ANAHEIM 1.7	18.0	6.45AM	12.15PM				5.25			
30 P		1.05	1.30PM	9.56AM						511.9	R **TUSTIN JCT.** 1.0	16.3				10.15AM		5.00			
		1.10	1.35							512.9	**WEST ANAHEIM JCT.** 1.7	15.3				10.09AM		4.50			
19		1.15	1.45							514.6	WEST ORANGE 1.0	13.6						4.40			
										515.6	CROSSING P. E. RY. 1.4	12.6									
Yard WYFP		1.30AM	2.00PM			7.30AM				517.0	D-R **SANTA ANA** 0.1	11.2						4.30PM			
										517.1	CROSSING S. A. & N. RY. 2.3	11.1									
63						7.39				519.4	DYER 2.7	8.8									
						f				522.1	PAULARINO (Spur) 2.4	6.1									
						f 7.49				524.5	THURIN 1.2	3.7									
17						f 7.53				525.7	HARPER 1.5	2.5									
										527.2	BRANAGAN (Spur) 0.8	1.0									
										528.0	CROSSING P. E. RY. 0.2	0.2									
Yard WY						8.05AM				528.2	D-R **NEWPORT BEACH**	0.0									
	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sun. &Wed.	Arrive Wednesday Only	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily		(44.5)		Leave Daily	Leave Daily		Leave Wednesday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			
	(1.40)	(3.30)	(0.30)	(0.11)	(0.20)	(0.35)		(1.15)	(1.15)		Total Time		(1.05)	(1.05)		(0.06)	(1.30)	(3.55)			
	9.36	10.05	10.20	15.84	9.30	19.20		21.20	21.20		Average speed per hour		24.46	24.46		10.00	9.27	8.50			

Double Track

Westward trains are superior to trains of the same class in the opposite direction.   First Class trains will stop on signal at Wilmington road crossing between Vinvale and Downey.

LOS ANGELES SUBDIVISION.

Eastward From San Francisco Capacity sidings in cars and location of Scales, Fuel, Water and Turning Stations.		THIRD CLASS 114 Freight Leave Daily Ex. Monday	Distance from San Francisco	Time Table No. 134 October 1, 1920 STATIONS	Distance from Whittier	Toward S. F. Westward THIRD CLASS 113 Freight Arrive Daily Ex. Sunday
				LOS ANGELES		
17	P	12.30AM	497.4	R **STUDEBAKER** 2.1	5.9	5.30PM
23			499.5	FULTON WELLS 1.1	3.8	
15			500.6	LOS NIETOS 0.0	2.7	
	I		500.6	CROSSING A. T. & S. F. RY. 0.4	2.7	
			501.0	CROSSING P. E. RY. 1.2	2.3	
39			502.2	EVERGREEN STREET 0.9	1.0	
			503.1	CROSSING P. E. RY. 0.1	0.1	
27	TW	1.00AM	503.2	D-R **WHITTIER**	0.0	4.30PM
		Arrive Daily Ex. Monday		(5.9)		Leave Daily Ex. Sunday
		(0.30) 11.80		Total Time Average speed per hour		(0.30) 11.80

LOS ANGELES SUBDIVISION.

Eastward From S. F. Capacity sidings in cars and location of Scales, Fuel, Water and Turning Stations.		SECOND CLASS 276 Mixed Leave Daily Ex. Sunday	Distance from San Francisco	Time Table No. 134 October 1, 1920 STATIONS	Distance from Tustin	Toward S. F. Westward THIRD CLASS 277 Mixed Arrive Daily Ex. Sunday
30		10.20AM	511.9	R **TUSTIN JCT.** 0.5	10.5	1.20PM
	I		512.4	CROSSING A. T. & S. F. RY. 0.3	10.0	
			512.7	GRATTO 1.8	9.7	
21		f 10.30	514.5	MARLBORO 0.2	7.9	f 1.10
	I		514.7	CROSSING A. T. & S. F. RY. 2.0	7.7	
10		f 10.38	516.7	VILLA PARK 1.7	5.7	f 1.02
20		s 10.45	518.4	MC PHERSON 1.0	4.0	s 12.55
18		f 10.50	519.4	EL MODENA 3.0	3.0	f 12.40
26	WT	11.00AM	522.4	R **TUSTIN**	0.0	12.30PM
		Arrive Daily Ex. Sunday		(10.5)		Leave Daily Ex. Sunday
		(0.40) 15.75		Total Time Average speed per hour		(0.50) 12.60

LOS ANGELES SUBDIVISION.

Eastward From San Francisco Capacity sidings in cars and location of Scales, Fuel, Water and Turning Stations.		Distance from San Francisco	Time Table No. 134 October 1, 1920 STATIONS	Distance from Los Alamitos	Toward S. F. Westward THIRD CLASS 271 Mixed Arrive Daily Ex. Sunday
	YWP	509.0	D-R **WEST ANAHEIM** 1.3	9.4	9.30AM
		510.3	NEFF (Spur) 1.0	8.1	f 9.27
8		511.3	NUTWOOD 2.3	7.1	f 9.24
33		513.6	STANTON 0.4	4.8	f 9.18
		514.0	CROSSING P. E. RY. 0.1	4.4	
	YP	514.1	R **STANTON JUNCTION** 4.3	4.3	9.15AM
Yard	TWO	518.4	D-R **LOS ALAMITOS**	0.0	
			(9.4)		Leave Daily Ex. Sunday
			Total Time Average speed per hour		(0.15) 20.40

LOS ANGELES SUBDIVISION.

Eastward From San Francisco Capacity sidings in cars and location of Scales, Fuel, Water and Turning Stations.		Distance from San Francisco	Time Table No. 134 October 1, 1920 STATIONS		Distance from Newport Beach	Toward S. F. Westward THIRD CLASS 271 Mixed Arrive Daily Ex. Sunday
	PY	514.1	**STANTON JUNCTION** 3.3		15.8	9.15AM
50	W	517.4	WESTMINSTER 1.5		12.5	f 9.05
		518.9	SUGAR 0.6		11.0	
27		519.5	SMELTZER 1.0		10.4	s 9.00
		520.5	WINTERSBURG 1.4		9.4	s 8.50
9		521.9	WIEBLING 0.5		8.0	f 8.45
31		522.4	D LA BOLSA 0.4	Staff	7.5	f 8.43
29		522.8	WESTFALL 0.5		7.1	f 8.40
23		523.3	NEWLAND 1.1		6.6	f 8.35
14	P	524.4	HUNTINGTON BEACH 0.2		5.5	s 8.30
		524.6	CROSSING P. E. RY. 0.8		5.3	
		525.4	GAMEWELL (No Siding) 4.3		4.5	f 8.27
		529.7	CROSSING P. E. RY. 0.2		0.2	
Yard	PWY	529.9	D-R **NEWPORT BEACH**		0.0	8.15AM
			(15.8)			Leave Daily Ex. Sunday
			Total Time Average speed per hour			(1.00) 15.80

Westward trains are superior to trains of the same class in the opposite direction.
Staff System between Huntington Beach and La Bolsa.
Light system between Gamewell and 1840 feet East.

LOS ANGELES SUBDIVISION.

Eastward — FROM SAN FRANCISCO — TOWARD SAN FRANCISCO — Westward

Time Table No. 134

October 1, 1920

Capacity siding in cars and location of Scales, Fuel, Water and Turning Stations.	Distance from San Francisco		STATIONS	Distance from Point Firmin
Yard TWOFP			**LOS ANGELES**	
53 YWP	489.1	D-R	**FLORENCE**	18.9
			1.2	
30	490.3		TWEEDY	17.7
			1.0	
	491.3		CROSSING P. E. RY.	16.7
			0.5	
25	491.8		LYNWOOD	16.2
			2.3	
61	494.1		COMPTON	13.9
			2.1	
I	496.2		CROSSING P. E. RY.	11.8
			1.5	
74	497.7		ELFTMAN	10.3
			0.7	
	498.4		DOLORES (Spur)	9.6
			1.6	
	500.0		WATSON (Spur)	8.0
			1.4	
60 Y	501.4		**THENARD**	6.6
			0.5	
	501.9		CROSSING P. E. RY.	6.1
			1.0	
52	502.9		WILMINGTON	5.1
			1.6	
I	504.5		DRAWBRIDGE	3.5
			1.0	
Yard TFOWP	505.5	D-R	**SAN PEDRO**	2.5
			0.0	
	506.4		CENTER STREET	1.6
			1.6	
	508.0		**POINT FIRMIN**	0.0
			(18.9)	

Service by extra trains only.

LOS ANGELES SUBDIVISION.

Eastward — From San Francisco — Toward San Francisco — Westward

Time Table No. 134

October 1, 1920

Capacity siding in cars and location of Scales, Fuel, Water and Turning Stations.	Distance from San Francisco	STATIONS	Distance from Alamitos Beach
60 Y	501.4	**THENARD**	3.8
		1.0	
	502.4	CROSSING P. E. RY.	2.8
		0.2	
	502.6	MEAD (Spur)	2.6
		0.3	
	502.9	GASPUR (Spur)	2.3
		0.7	
	503.6	CROSSING P. E. RY.	1.6
		0.9	
	504.5	CROSSING P. E. RY.	0.7
		0.2	
	504.7	LONG BEACH	0.5
		0.1	
27 T	504.8	CROSSING P. E. RY.	0.4
		0.4	
	505.2	**ALAMITOS BEACH**	0.0
		0.2	
	505.4	CROSSING L. A. & S. L. RY.	
		(3.8)	

Service by extra trains only.

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

Extra trains may pass, or run ahead of second and third class trains without receiving order to do so.

On double track between Burbank Jct., Shorb and Florence, Santa Barbara and East Santa Barbara, extras may run without orders, but must comply with Rule 83-A.

STANDARD CLOCKS.

Santa Barbara
Oxnard
Saugus
San Fernando
River Station
Los Angeles
Colton
Indio
Niland
El Centro
Calexico
Yuma
Santa Ana

WATCH INSPECTORS.

Name, Location and Territory:

Newton Moore, 301 O. T. Johnson Bldg., 4th and Broadway, Los Angeles only.
G. D. Davidson Co., 445 S. Spring St., and 2217 N. Broadway
Los Angeles and Los Angeles to Santa Barbara and Branches;
Los Angeles to Mojave and Los Angeles to Santa Ana, Newport and Tustin, Los Angeles to Colton, including Chino, Duarte and Covina Branches.
Cole Bros., Whittier only.
E. B. Smith, Santa Ana only.
F. J. Leidler, Long Beach only.
Baker and Davis, Oxnard only.
A. A. Poole, Santa Barbara only.
R. F. Winslow and Chas. E. Perham, San Pedro, San Pedro to Florence.
J. H. Hall, Pasadena only.
C. C. Zilles, Pomona only.
E. W. Cosgrove, Colton only.
F. B. King, Redlands only.
Wm. Baird, Yuma, and Yuma to Colton, including Imperial Branch.
T. Roberts, Anaheim only. W. A. Manson, San Bernardino to Riverside.
H. E. Fox, Jr., San Fernando only. F. S. Fisher, Riverside only.
R. W. Cummings, Ventura only. Seiglitz Co., Calexico only.
E. J. McEvoy, Brawley only.

BULLETIN BOARDS.

Santa Barbara
Oxnard
Saugus
San Fernando
River Station
Los Angeles
L. A. Roundhouse
Colton
Indio
Niland
Yuma
Calexico
Santa Ana
San Pedro

CLEARANCES.

1. Rule 83-A not apply stations not telegraph offices, or where offices closed. Trains get clearances as follows:

2. All at Colton.

All westward at Patio.

Nos. 35, 36, 37, 38 at Niland.

3. All branch trains at Calexico, Niland, Redlands Junction, Redlands, San Bernardino, Whittier, West Anaheim, Newport Beach, Los Alamitos, San Pedro, Duarte, Burbank, Chatsworth, Ojai, Montalvo, Saugus, when telegrapher on duty.

Riverside all eastward L. A. & S. L. office.

REGISTER EXCEPTIONS.

4. First-class trains register by Form 2642 at River Station and Burbank Jct.

First-class trains will approach Colton yard office prepared to register by ticket (Form 2642), provided they receive a train order to do so, including a check of trains stating that all trains due which are superior or of the same class have arrived or left.

Beaumont is a registering station only for extra trains originating at that point. Regular trains will leave a registering ticket (Form 2642) with the operator at Beaumont, who will enter same on the register for the information of such extra trains originating and this register will not apply on other trains.

After having been shown on register at Los Angeles, River Station or Colton, signals for sections will not be taken down at, or displayed from any intermediate stations between those points.

Only trains originating and terminating register at Oxnard and Los Angeles.

Only trains to and from branch and terminating register at Ventura Junction, Montalvo, Chatsworth, Shorb, Bassett, Pomona, Ontario, Redlands Junction.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register, as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

Train register is maintained at Yard Office at Santa Barbara, also at Passenger Station Santa Barbara.

The Yard Office at Santa Barbara will be considered the initial station for both Divisions except that westward first-class trains holding Los Angeles Division order to display signals to Santa Barbara must display them to the Passenger Station.

Eastward first-class trains holding Coast Division order to display signals to Santa Barbara must display them to the Yard Office and under no circumstances must they be taken down at west end of double track or between that point and the Yard Office.

Only first-class trains will register at the Passenger Station for the information of eastward first-class trains of the Los Angeles Division and for westward inferior trains of the Coast Division to check against eastward first-class trains of the Coast Division that do not appear on the Coast Division register at the Yard Office to avoid making an observation check on double track, also to check against all westward first-class trains of the Coast Division.

First-class trains will register by ticket (Form 2642) at the Yard Office. Eastward first-class trains of the Los Angeles Division will accept the registration of westward first-class trains as they appear on the Passenger Station register, as applying at the Yard Office, but must check at Yard Office against over due first-class westward trains not on the register at the Passenger Station.

Single track Rule No. 14 (k) will apply to the double track between East and West Santa Barbara. First-class trains being permitted to register at Yard Office by Form 2642 as per Rule 83 (b) conductors, telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

Conductors and engineers of eastward first-class trains will obtain by telephone necessary information from the telegraph operator to enable them to properly indicate the identity of their train before leaving Passenger Station. Telegrapher at the Yard Office will furnish conductors and engineers of westward first-class trains all orders, clearance and special instructions governing movement of such trains west of Passenger Station on the Coast Division. Engineers will deliver such orders and special instructions to Coast Division engineers.

The clerk at Passenger Station will advise telegrapher in Yard Office the arriving time and departing time of all first-class trains in addition to other information shown on the register at Passenger Station. Conductors must show the same information on Form 2642 at Yard Office as shown on register at the Passenger Station. The telegrapher at Yard Office must see that trains for the Coast Division and Los Angeles Division are registered in their respective registers.

TRAIN AND AIR INSPECTION.

5. No freight train run more than 30 miles without stop for inspection of wheels, running gear, etc.

6. Air brakes of all freight trains must be tested from rear at Beaumont, as per Rule 17, and on all passenger trains on which air brake hose have been separated.

7. Eastward freight trains stop at Cabazon, Palm Springs, Edom, and westward freight trains at Ordway, 10 minutes, where trainmen will make careful examination of wheels under all cars.

Engines running light, descending grades of 1½ per cent and over, will stop for inspection sufficient length of time for the engineman to satisfy himself that tires and machinery are in satisfactory condition.

Engines of freight trains cut off to take water when more than 20 cars.

Maximum tonnage rating per operative brake 125 Ms between Colton and Palm Springs must be strictly observed.

8. Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes and will deliver to Car Inspector at first terminal, list showing tonnage of each car in train. Car Inspector will record on list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

USE OF RETAINERS.

9. Passenger trains descending grades between Redlands Jct. and Palm Springs retainers will be turned up on all cars.

Freight trains consisting of all loads descending grades between Colton and Edom, turn up all retaining valves, also on equalizers when used.

On freight trains consisting of loads and empties, turn up retaining valves on all loads and every other one on empties. On freight trains consisting of all empties, turn up every second retaining valve throughout the train.

Where retainers used speed of freight trains on any grade over one per cent not exceed 25 miles per hour, and on grades this character more than 5 miles long, for first 5 miles time consumed in traveling any one mile not less than 3 minutes. Above maximum speed restriction not affect speed on heavy grades or other locations where maximum now provided.

Retainers will be used on all eastward freight trains between San Fernando and Burbank, composed of over 30 cars or 100 Ms per operative brake.

"19" ORDER.

10. Within automatic block signal limits between Saugus and Indio—Santa Barbara and Burbank—Niland and Yuma—San Bernardino and Riverside—note under Rule 211 modified as follows:

Form "19" train order may be issued to restrict superiority of train, except that Form 31 must be used (1) when orders delivered at non-telegraph or closed telegraph station. (See Rule 217.) (2) When necessary to restrict train which has been cleared or engine of which has passed train order signal. (See Rule 219.) (3) When issuing order Form "G," example 3. (4) When giving any train right over all trains. (5) When reducing time order where necessary dispatcher have signature superior trains before completing order to inferior train.

Operator will fill out clearance, designating thereon numbers all orders (Forms 19 and 31), repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in space provided for. Operator retain carbon copy clearance.

Dispatcher write train and order numbers in train order book as transmitted by operator from clearance, and designate time clearance made O. K., not transmitting O. K. unless operator repeats numbers all orders to be delivered to train to which clearance addressed.

When "19" order restricting superiority issued at station where superiority restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention called to importance of approaching moderate rate speed telegraph offices where orders received. Also necessity carefully checking clearance to ascertain positively clearance properly addressed and orders received those called for by clearance.

Clearance outside automatic block signal limits must show numbers all orders (both 31 and 19) and be O. K.'d by dispatcher same as within block signal limits.

TRANSMITTING TRAIN ORDERS BY TELEPHONE.

Rule 251 is amended to read as follows:

In transmitting train orders by telephone, the names of stations must be plainly pronounced, and then spelled letter by letter, thus: Aurora, A-u-r-o-r-a; all numerals must first be pronounced, and then followed by spelling, thus: 1-0-5, O-n-e N-a-u-g-h-t F-i-v-e. The train dispatcher must write the order as he transmits it and underscore it as it is being repeated. The letters duplicating names of stations and numerals will not be written in the order book nor upon train orders.

AUTOMATIC SIGNALS.

11. Automatic block signals in operation between Santa Barbara and Burbank Jct., Saugus and River Station, River Station and Naud Junction, Naud Junction and Mission Junction, on westward track only, River Station and Mission Junction, Los Angeles Shop and East yard limit Indio, on Covina Branch one mile west of Pomona, between Yuma and Niland, between San Bernardino and Riverside.

Rule 504 is amended as follows:

When a train is stopped by block signal, it may proceed when the signal indicates proceed.

ON SINGLE TRACK: Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but trains will not exceed six miles per hour to such block signal.

ON DOUBLE TRACK: A train may proceed immediately, running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, providing track is seen to be clear to the fouling point.

When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch provided track is seen to be clear to that switch.

When a train which is to take siding at meeting or passing point or is to enter terminal yard finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track, or on account of switch being lined up for receiving track, it may pass the home signal without stopping, when a trainman or switch tender is at the home signal giving proceed signal to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

When the number plate of a home block signal is reversed, showing ''yellow,'' and signal indicates ''Stop,'' train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution to the next signal.

When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from the first train order office from which report can be made without delay to train.

Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without a flagman in advance, both engineman and fireman will watch carefully for such defects.

Within block signal limits that portion of Rules 86 and D-86 reading ''but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown'' is cancelled.

Overlaps located Shorb, Alhambra, San Gabriel, Savanna indicated by boards reading, ''In holding main track for meets, eastward trains must not pass this post.''

12. Control for tower signals on eastward and westward tracks Glendale Tower and eastward track at Burbank Jct., extend beyond the limits of the interlocking and are held at stop by open switch or train on main track in same manner as automatic signals. These signals held at stop regardless of towerman's efforts if main track is occupied or switch open.

13. Distant switch signals operated east and west end Piru, east end Camulos and east of East switch Castaic. These signals set at ''caution'' by open switch or train on main track between signal and switch or by train fouling main track.

14. Automatic block signals—3895 Ventura—4026 Montalvo—4500 and 4513 Saugus—5145 Pomona—5209 Ontario—5399 and 5396 Colton—5440 Redlands Junction for trains going to Redlands Branch—6100, 6110, 6111, 6115, 6116, 6121 Indio—6668, 6672, 6673, 6676, 6677, 6681 Niland, governing movement of trains entering yards are minute signals. If signals are stop position wait one minute, then proceed under control, not exceeding 6 miles per hour.

15. Short arm on signal 5629 east end Beaumont siding governs trains entering siding. If arm does not clear when switch thrown train may proceed under flag through siding.

16. Trains arriving Montalvo from Santa Paul Branch, finding home signal No. 4031 at stop, before fouling the main track, will be governed by Rule 504, and in addition will send a flagman down the main track eastward in the direction of Oxnard, who will be governed as per Rule 99.

INTERLOCKING TOWERS.

17. For any movement against traffic sound one long and one short blast. When train, which has been given interlocking signal at any crossing, does not wish to use crossing, one short followed by one long blast of whistle should be sounded for the information of towerman.

18. Switch at end of double track Shorb electrically controlled and operated from telegraph office. Crossover switches west of double track switch between the two main tracks, and westward main track and middle track electrically lock when an approaching westward train enters the block. Switching movements through these crossovers can be made only by leaving train east of westward home signal at end of double track.

When fixed signals at end of double track Shorb are inoperative, be governed by Rules 630, 631 and 663.

Main Track.

19. **Raymer Tower.**—Crossing of Pacific Electric Railway, 0.9 mile east of Raymer.

20. **Burbank Junction.**—Three-arm home and distant signal is located five hundred (500) feet East of Tower on Westward main track and top arm covers movement straight through on Westward main track to Saugus. Lower arm governs movement through crossover to Coast Line.

Westward trains approaching Interlocking Plant sound one long blast (———) of whistle for top arm and one long and four short (——— o o o o) blasts of whistle for lower arm.

Three-arm home and distant signal is located eight hundred (800) feet west of Tower on Coast main track and top arm governs movement through on Eastward main track. Lower arm governs movement through crossover to Westward main track against current of traffic.

Eastward trains approaching Interlocking Plant from Coast Line sound one long blast (———) of whistle for movement straight through Eastward main track and one long and one short blast (——— o) of whistle for lower arm.

Three-arm home and distant signal is located five hundred feet west of Tower on Saugus line and top arm governs movement through crossover to Eastward main track. Lower arm governs movement to Westward main track against current of traffic.

Eastward train approaching Interlocking Plant from Saugus sound one long (———) blast of whistle for top arm and one long and one short (——— o) blast of whistle for lower arm.

Dwarf signal located five hundred feet east of Tower on Eastward main track governs movements against current of traffic. Sound one long and one short (——— o) blast of whistle for this signal.

21. **Glendale Tower.**—Crossing of Pacific Electric Railway, 0.2 miles east of Glendale (Tropico).

22. **El Monte Tower.**—Crossing of P. E. Ry. 0.1 mile east of El Monte. To or from east end of siding, five short.

23. **Pomona Tower:**
For Chino or Covina Branch, one long, four short.
For Siding, five short.
For Storage Track and Winery Spur, two long, one short.
For House Track, one long, one short, one long.
Chino Branch to Main Line, one long.
Main Track, one long.

24. **Bloomington Tower.**—Crossing Pacific Electric Railway at Bloomington. To and from east end siding, five short. For house track or packing house spur, two long and one short.

25. **Colton Tower.**—Crossing of A. T. & S. F. Railway, west end Colton yard. Eastward trains for coach track, five short; for No. 1 track, one long and four short; for No. 2 track, one long, one short and one long; for Riverside Branch, two long and one short.

San Bernardino-Riverside Branch.

26. **E Street Tower.**—Crossing of A. T. & S. F. Ry., at San Bernardino. To go around Y one long and one short; for house track, two long and one short. For P. E. track one long and four short.

27. **Highgrove Tower.**—Crossing of A. T. & S. F. Railway, 0.7 mile west of Orange Center.

28. **Riverside Tower.**—Crossing of L. A. & S. L. Ry., at Riverside Junction. To Riverside freight yard one long and four short. From or to L. A. & S. L. Ry. one long and one short.

Santa Ana Branch.

29. **Cudahy Tower.**—Crossing L. A. & S. L. Ry. at Cudahy.

San Pedro Branch.

30. **Nadeau Tower.**—Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

31. **Dominguez Tower.**—Crossing Pacific Electric Railway 1.5 miles west of Elftman.

32. **San Pedro Drawbridge Tower.**—Governing movement of trains over drawbridge one mile west of San Pedro.

Whittier Branch.

33. **Los Nietos Tower.**—Crossing A. T. & S. F. Ry. at Los Nietos. For siding, five short.

Tustin Branch.

34. **Anaheim Tower.**—Crossing A. T. & S. F. Ry., 0.5 mile east of Tustin Junction.

35. **Olive Tower.**—Crossing A. T. & S. F. Railway, 0.3 mile east of Marlboro.

Pasadena Branch.

36. **Marengo Tower.**—Crossing of Pacific Electric Railway on Pasadena Branch 0.2 mile west of South Pasadena.

Duarte Branch.

37. **Arcadia Tower.**—Crossing A. T. & S. F. Ry. 1 mile east of Arcadia.

Chino Branch.

38. **Pomona Jct. Tower.**—Crossing L. A. & S. L. Ry., 1.1 miles east of Pomona. For Packing House Track, one long and four short.

39. **Ontario Tower.**—Crossing L. A. & S. L. Ry., 0.2 mile west of Ontario.

Los Angeles Yard.

40. **Mission Tower**—Crossing A. T. & S. F. and L. A. & S. L. Railways, 1.9 miles east of Los Angeles, or 0.7 mile east of River Station.
Main Line to Passenger Station, one long.
Main Line east, one long.
To River Station, one long, four short.
To Roundhouse, one long, four short.
To Brewery Spur, two long, one short.
To Salt Lake Transfer, four short, one long.
To Outbound Roundhouse Track, one long, one short, one long.
To Pacific Coast Packing Co., one long, one short, one long.
To Pressed Brick Spur, two short, one long, one short.
To Barber Asphalt, one short, one long, one short.
To Lacy Manufacturing Co., two long, one short.

All movements against traffic, one long, one short, except to River Station against traffic, five short.

41. **River Station Tower.**—One long for main track; five short for Yuma or Yard lead; one long, one short and one long for Hotel track or New House; one long and four short for Platform or EO tracks; one long and one short for movements against traffic, except toward Mission Junction, four short and one long.

42. **Naud Junction Tower.**—Trains running via Mission Junction, four short.
Clement Junction Tower Crossing P. E. Ry.—To go on Pacific Electric transfer or to Hamond Lumber Co., one long and four short; on Tenoni spur, one long, one short, one long.

STAFF SYSTEM.

43. **Covina Branch**—Between Lone Hill, San Dimas, La Verne and Ganesha Junction.

Smeltzer Branch.—Between Huntington Beach and La Bolsa.

Possession of staff is authority for train to proceed to next staff.

Trains unable to secure staff from staff machine will, after waiting 5 minutes, send flagman ahead and after waiting 5 additional minutes, follow flagman to next staff machine. Failure of staff machine to be reported to Chief Dispatcher from first open telegraph station.

LIGHT SYSTEM.

44. Between Gamewell and a point 1840 feet east, 1840 feet of P. E. track will be operated over by the S. P. trains jointly with the P. E. Operation over this 1840 feet of track is controlled by a manually operated light-signal system. The light-signal consists of 3 red lamps located about 15 feet above ground on pole between S. P. and P. E. tracks at clearance point; these lights burning in series with red lamp enclosed within a box, the door of this box being equipped with a red bullseye, which reflects the rays of red lamp after door is closed and locked. All trains will stop at the clearing point. The normal indication of signal is dark.

To operate, open the box, and throw the switch lever. Display of red lamp in box and one side of pole is authority to proceed. The track switch should not be opened until after the proper indication has been received from the light signal.

When light circuits are turned on at both ends simultaneously or the block is occupied, there will be no light indication.

Should you fail to get the proper indication on account of defective light, conductor will endeavor to get in touch with P. E. dispatcher. Failing to get in touch with dispatcher, send a flagman in advance sufficient distance to insure full protection, then proceed.

After clearing the joint track, throw the switch in the box, thereby restoring the signal to normal position. The operation of the light switch will be done by the conductor. Engineers must know proper indication is shown in the signal before proceeding beyond the clearing point.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All Locomotives, with the following exceptions, are Counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3309	63	45120 lbs.
A-2	3022	64	44500 "
MC-1	4000 and 4001	53	42760 "
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of Counterbalance not exceeding 75 per cent of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

Above table for information of engineers must not be considered in any way to authorize exceeding speed limit specified under "speed restrictions."

45. SPEED RESTRICTIONS.

MAXIMUM SPEEDS IN MILES PER HOUR EXCEPT AS LISTED IN TABLE BELOW.

	M. P. H.
Passenger trains	50
Freight trains and all light engines running ahead	35
Yard engines	20
2-10-2 class in passenger service	40
2900 class, 4200 class—in passenger service	40
4000 class—in passenger service	35
Freight consolidation—in passenger service	45
Freight Mikado in passenger service	45
Engines backing coupled in trains or light on main line	25
Branches	20
Trains handling relief outfit on main line, Imperial and San Pedro branches	25
Branches (except San Pedro and Imperial)	15

Mikado engines must not exceed 30 miles per hour between Calexico and Niland.

The following restrictions indicated by slow boards placed ¼ mile from point of restriction.

SANTA BARBARA TO BURBANK, VIA OXNARD.

	Psgr. m. p. h.	Frt. m. p. h.	Light Eng. m. p. h.
Santa Barbara Yd.—Between outside switches	15	15	15
M. P. 372 to 389	45	25	25
Ventura City Limits	10	10	10
Tunnel 26 (consume 6" at uniform speed)	14	14	14
M. P. 442.62 to M. P. 444.39	30	20	20

SAUGUS TO LOS ANGELES.

	Psgr. m. p. h.	Frt. m. p. h.	Light Eng. m. p. h.
M. P. 451 to 455	....	25	25
Tunnel 25 (use 6" at uniform speed)	13	13	13
456.37 to 458.10	30	20	20
458.10 to 462	....	25	25
Over two paved crossings San Fernando	25	25	25
Through crossovers Burbank Jct. tower	15	15	15
Los Angeles bet. 7th Street and junction of North Spring St. and San Fernando St., 800 ft. west of River Sta.	8	8	8
Between Outside switches in L. A. Yard	12	12	12
MONTALVO TO SAUGUS (except as below)	40	25	25
414.06 to 414.20	30	18	18
Through city limits Santa Paula	15	15	15
Bridges 423 C. & D.	8	8	8
431.62 to 438.10	30	18	18
439.05 to 441.96	30	18	18
444.20 to 444.84	30	18	18
OJAI BRANCH (except as below)	20	20	20
407 to 408	10	10	10
CHATSWORTH BRANCH	25	20	20

RIVER STATION TO INDIO (via Main Line).

	Psgr. m. p. h.	Frt. m. p. h.	Light Eng. m. p. h.
Through city limits Pomona, Ontario and Colton	15	15	15
M. P. 537 and Colton	30	20	20
Bet. Outside switches Colton	12	12	12
540 and 544	....	25	35
544 and 551.77 (descending grade)	40	18	35
551.77 and 551.97	30	18	18
551.97 and 588 (descending grade)	40	18	35
588 and 610	....	25	35
Bet. Outside switches, Indio	12	12	12

INDIO TO YUMA.

	Psgr. m. p. h.	Frt. m. p. h.	Light Eng. m. p. h.
Salt Creek trestle 1 mi. west of Durmid	25	25	25
702.0 to 704.0	40	30	30
723 to 727	30	20	20
West switch, Colorado, to East switch, Patio	6	6	6
Pasadena Branch	15	15	15
Duarte Branch (except as below)	25	20	20
Over Main St. crossing East Alhambra (westward trains stop before crossing Main Street) eastward trains	6	6	6
Covina (except Consolidated engines)	40	25	25
Covina, Consolidated engines	20	20	20
Chino Branch	25	18	18
Redlands Jct. to Crafton	25	20	20
Niland to Calexico	50	35	35
Westmoreland Branch and Laguna Dam Branch	20	20	20
L. A. and San Pedro (except as below)	40	25	25
Over Drawbridge	20	20	20
Consolidation engines in Passenger service	25	....	....
Locomotives over 195m. on driver, not to be used.			
Santa Ana and Florence (except as below)	40	30	30
West Anaheim to 1 mi. east of Anaheim	15	15	15
Whittier Branch	25	15	15
Long Beach Branch	20	15	15
Santa Ana to West Anaheim via Newport, Huntington Beach and Los Alamitos	30	20	20
Tustin Branch	30	20	20
West Anaheim and West Anaheim Jct. via Miraflores	15	15	15

Power heavier than Mogul not to be used.

Following restrictions on branches handling large loaded oil cars:

	M. P. H.
Saugus to Montalvo	15
Los Alamitos-Smeltzer, Long Beach and Duarte	12
Ojai, Whittier, Newport and Crafton	15
Declez and Declezville	10

Where ground is soft, speed should be 10 miles per hour or less.

Engines on westward passenger trains stop east of Colorado River bridge.

Atlantic and Pacific type or eight-wheel engines over 75,000 lbs. on drivers; ten-wheel engines over 100,000 lbs. on drivers, mogul engines over 126,000 lbs. on drivers; twelve-wheel or consolidation type engines over 125,000 lbs. on drivers, and cars gross load over 154,000 lbs. are restricted from operating over bridges 401-L and 405-B on the Ojai Branch.

All our standard railway equipment is permitted to operate over Mill Creek bridge just west of Redlands with the exception of Mikado, Mallet and 2-10-2 type locomotives.

Passenger trains not exceed 35 miles per hour and freight trains 20 miles per hour over any steam or electric crossing movement over which is controlled by interlocking signals.

That proper inspection of running gear may be made by trainmen in accordance with Rule 824, engineers of freight trains when starting train will not permit train to attain a speed greater than ten (10) miles per hour until train has moved its length.

When pulling in and out of sidings, trains must not exceed a speed of ten (10) miles per hour.

When necessary to move cars ahead of engine, do not exceed 20 miles per hour.

Trains entering sidings, do so under control. Responsibility for collision placed with entering train.

When a train or a portion of a train takes the siding, it must not stop foul of the main track to allow the brakeman to get on after closing the switch, but must first pull into clear.

When engineer's judgment, track protected by slow order safe for higher speed than slow order, engineer notify conductor, stating speed considered safe, conductor notify Superintendent from first open telegraph office.

Yellow flags and lamps or slowboards will be placed one-fourth mile each side of structures or pieces of track over which speed of trains must not exceed fifteen miles per hour or rate of speed specified by bulletins, train orders, or slowboards.

MAIN TRACK LINE-UP AT JUNCTIONS.

46. Montalvo switch set and locked for Santa Barbara-Oxnard main track.

47. Stanton Jct., west switch of wye set and locked for Smeltzer Branch.

LOCATION OF OVERHEAD STRUCTURES LESS THAN 22 FEET ABOVE TOP OF RAIL.

Mile Post	Between	Height	Description
454.9	Newhall and Sylmar......	18 ft. 1 in....	Tunnel No. 25.
441.2	Hasson and Chatsworth...	20 ft. 9 in....	Tunnel No. 26.
442.9	Hasson and Chatsworth...	21 ft. 6 in....	Tunnel No. 27.
443.9	Hasson and Chatsworth...	21 ft.	Tunnel No. 28.
423.0	Sespe and Brownstone.....	21 ft. 4 in....	Sespe Creek.
432.2	Piru and Camulos.........	21 ft. 4 in....	Piru Creek.
446.2	Castaic and Saugus	20 ft. 3 in....	Santa Clara River.
732.2	Colorado-Yuma...........	19 ft. 10 in...	Colorado River drawbridge

48. All employees warned dangerous to stand erect on cars, particularly of extraordinary height, while passing these points, and must use necessary precaution to protect themselves from injury.

PACIFIC ELECTRIC TROLLEY POLES BETWEEN COLTON AND SAN BERNARDINO, LONE HILL AND GANESHA JUNCTION, LA BOLSA AND HUNTINGTON BEACH, WILL NOT CLEAR MAN ON SIDE OF CAR.

Posts erected each side of Pacoima Gravel Pit spur do not provide proper clearance. Do not ride on side of car in using this spur.

C. V. U. structure in Brawley yard, north side of main street, is not standard clearance.

Platform used by Enterprise Soda Works just east of Commercial Street, El Centro, is not standard clearance.

Platform alongside line pit track of Ventura County Ry. at Oxnard will not clear man riding on side of cars.

Extreme care must be taken when entering this track.

49. Los Angeles Yard:

West end Midway Yard Foot Bridge............	**River Station.**
Capital Milling Co. Bldg.........................	**“ “**
Edison Electric Co.	**“ “**
Road Crossing Bridge	**Taylor.**
Union Warehouse Bldg.	**Naud Junction.**
Los Angeles River Bridge	**Mission Junction.**
Llewellyn Iron Works House Spur............	**“ “**
Lacey Mfg. Co., Gate Frame....................	**“ “**
Lacey Mfg. Co., crane on their spur inside yard..	**“ “**
J. E. Cook Warehouse	**Jackson and Alameda Sts.**
L. A. Farming and Milling Co.	**Commercial and “ “**
L. A. Warehouse	**“ “ “ “**
J. A. Roebling	**Market “ “ “**
Western Commercial Co.	**“ “ “ “**
Union Hardware and Metal Co.	**First “ “ “**
L. A. Ice and Cold Storage Co.	**Fourth Street Plant.**

50. CROSSINGS WITH ELECTRIC RAILWAYS WHERE S. P. DOES NOT HAVE RIGHT OF WAY.

Los Angeles Railway on Second St., crossing Davies Spur.

Los Angeles Railway on Central Ave., crossing Bernard Spur.

Los Angeles Railway on Mateo St., crossing Lead east end New Coach Yard.

P. E. Railway, Fourth St., Santa Ana, crossing Griffith Lumber Co. Spur.

P. E. Railway, between Thenard and Long Beach.

Pacific Electric Railway has prior right over crossing on spur track leading to Griffith Lumber Company's yard at Santa Ana. It is obligatory on part of S. P. Company to flag this crossing before movements are made over same.

Salt Lake Railroad has prior right over Old Chino Branch crossing Ontario. Southern Pacific trains will stop before fouling crossing, observe whether or not Salt Lake trains are approaching. Salt Lake trains will not stop before fouling the crossing.

MISCELLANEOUS.

51. Rules 93 and D93 are revised as follows: Within yard limits the main track may be used, protecting against first-class trains. All trains must approach yard limits and pass through yards under control.

52. Shoving on wooden frame cabooses or light equipment in trains such as wooden frame flats, outfit cars, etc., not allowed.

53. Trains entering sidings will pull into clear of main track before stopping. Light engines must not stop between main track and derail switch for purpose of lining up one switch before other switch is opened. Trains passing from siding to main track will not start until derailer and main track switches are both open. When backing out of sidings to the main track where such is equipped with block signals, train will back clear of the home signal and if the signal does not go to clear will be governed by Rule 504.

54. When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof. Enginemen must know the location of cars thus left standing and must use extreme care in returning for rear portion of train.

55. Helpers must not be cut off or coupled on while train is in motion. Train must not be split ahead of helpers while train is in motion letting rear portion of train trail leading portion to point where helper is to be cut out; the only exception to this rule being where yard engine cuts off from westward trains west of Colton.

56. Cars must not be cut off while in motion at Redlands and Crafton.

57. All trains must be preceded by flagman when crossing Foothill Boulevard just east of Duarte Station.

58. All trains must stop and be preceded by a flagman before passing over Los Angeles Street, Anaheim.

59. Display headlight and marker lights while passing through Tunnels 25 and 26.

60. When a helper engine is to be coupled into a train copies of all orders affecting movement of the train at or beyond point from which helper is to be used must be delivered to each helper engine crew before leaving the point at which coupled into train.

If helper engine is picked up at a closed or non-telegraph office a copy of order affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

61. Trains receiving orders to run extra between Santa Barbara and Los Angeles, Colton and Los Angeles in either direction, will consider such movements via the main track, and not via the Chino, Covina or Van Nuys branches, unless order so states.

62. When one torpedo is exploded, train must come to a stop as per Rule 15. If no person is at hand to explain the placing of the torpedo, train may proceed as hereinafter provided:

(A) If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.

(B) If track is seen to be clear (or within automatic block limits), if signals indicate "proceed" trains may proceed under control for a distance of one-half mile before resuming full speed.

63. When train encounters a red light or red flag unattended they will protect to the rear and flag ahead one-half mile.

When two or more main tracks are involved, unattended red or yellow signals will be placed on right hand side of track direction bound.

64. On double track lines, trains encountering fusee burning red will stop, then proceed cautiously, not exceeding six (6) miles per hour, to the obstructions or until clear signal is reached, or track is known to be clear.

It will not be necessary to wait until red fusee has burned out.

65. When necessary for trackmen to place protection flags or lights on track between Grand Terrace and San Bernardino, which parallels the Pacific Electric, said flags or lights will be placed on the east side of the S. P. track and Pacific Electric will be asked to place their signals on west side of Pacific Electric track. This is to avoid signals between the trains, confusing employees both lines.

YARDS.

66. Yards are established at following stations: Santa Barbara, Oxnard, Los Angeles, San Pedro, Pomona, Covina, Chino, Colton, Beaumont, Indio, Niland, El Centro, Calexico.

Trains and switching movements over 7th and 8th Sts., also Orange Ave., Riverside, must be made only after flagman has taken position on crossing.

Eastward freight trains entering River Station yard stop clear of east lead to new class yard and proceed only on signal from switch tender.

When first-class trains meet at Indio westward train hold main track. Eastward train take siding through crossover just west of station.

Trains entering Los Angeles Passenger Station not pass Fourth Street until receive signal from switch tender.

Trains to and from Santa Paula Branch enter and leave main track through switch just east of water tank Saugus.

Trains to and from Chino Branch enter and leave main track through switch just east of station, Ontario.

Trains to and from Imperial Branch enter and leave main track through switch just west of station, Niland.

That part of Chino Branch main track between the initial switch at Pomona Jct. and Pomona Depot will be used as a siding over which all trains must move under control expecting to find same occupied, except first-class time table trains to and from Chino Branch must have preference over this track without delay.

West end Covina Branch line, Bassett, will end at Branch main track derailing switch near water tank.

In order to clear up any misunderstanding existing with reference to division of work at Los Angeles in connection with securing trains on arrival, the following will obtain:

On trains arriving from Shorb or Florence, brakeman will cut off engine, except when the length of the train exceeds the track, in such case the brakeman will make the cut to clear the adjoining tracks; after the cut is made switchman will signal the engineer as to further movements and will secure the head portion of the train after doubling over—the rear and swing brakemen will set sufficient number of brakes on rear end of train to properly secure same.

On westward trains pulling into the Midway swing brakeman will make the cut at Midway links and will tie down that portion of the train above such links; switchman will double over the head portion, tie down such portion and cut off the engine. On trains arriving in the New Classification yard brakeman will set a sufficient number of brakes on the head end of the train to properly secure same and cut engine off.

All trains will hold main track at Saugus if there are no superior trains overdue, except Eastward extras, which will in all cases head in at initial switch.

That portion of Santa Paula Branch line at Saugus between cross-over switches west of Station and East of water tank, will be used as siding by first-class trains only.

Trains taking siding at Whitewater will keep to the right, westward trains using first track from main and eastward trains second track from main.

Inside switches at approaching end of siding must be left lined accordingly.

Hayes derailer has been installed in back storage track BEAUMONT, 300 ft. west of east switch. Helper crews eating at BEAUMONT, will leave their engine between these switches and line derailing switch to derail before absenting themselves from engine.

Normal position of derailing switch will be "Not to derail." Switch to be left in that position when track not occupied by engines.

With the exception of those noted below, switches on Alameda St. are unsafe for operation of road engine on account excessive curvature:

San Fernando St.: Crossover at College St.

Alameda St.: Eastbound conn. at Naud Jct.
Westbound conn. at Naud Jct.
West leg wye conn. 7th and Alameda Coach Yd.
East leg wye conn. 7th and Alameda Coach Yd.
Crossover from west to eastbound at west side of 8th St.
Crossover at Washington St. from eastbound to westbound, leading to Salt Lake conn.
Salt Lake conn. at Washington St. near Clement Jct.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS.

Kind of Car	Average Weights—Pounds		
	Wood	Steel	Steel Underframe
Baggage	79,000	90,000	
" (Dynamo)		105,000	
Baggage and Mail	77,000	121,000-69′ 90,000-60′	93,000
Baggage and Passenger	61,000		
Buffet		130,000	122,000
" (Dynamo)		146,000	
Business	107,000	178,000	135,000
Chair	86,000	98,000	
Coaches	80,000	95,000	
Dining	128,000	147,000	135,000
Horse Express	81,000		
Observation	122,000	145,000	131,000
Postal		110,000-60′ 77,000-40′	
Pullman Parlor	115,000	146,000	
" Observation	124,500	151,000	127,000
" Standard Sleepers	125,000	153,000	145,000
" Tourist Sleepers	94,000		133,000
Tea and Silk	48,000		
W. F. Express Nos. 40-154			77,700
W. F. Express Nos. 155.189			87,800
W. F. Express Nos. 500-505			108,500

LOCATION HOSPITAL STRETCHERS.

Saugus
San Fernando
Santa Barbara
Los Angeles
San Pedro
Pomona
Colton
Banning
Indio
Niland
El Centro
Calexico

HOSPITALS FOR LOS ANGELES DIVISION.

General Hospital—San Francisco, Cal.
Division Hospital—Crocker Street Hospital, Los Angeles, Cal.
Emergency Hospitals—S. P. Emergency Hospital, East Los Angeles, Cal.
S. P. Emergency Hospital, Indio, Cal.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Manager & Chief Surgeon	San Francisco, Cal	All.
Dr. G. S. Hall, Division Surgeon	Los Angeles, Cal	Between Burbank, Compton, Studebaker and Bassett.
Dr. Wallace Dodge, Assistant Surgeon	Los Angeles, Cal	Between Burbank, Compton, Studebaker and Bassett.
Dr. E. G. Goodrich, Visiting Surgeon, Crocker Street Hospital	Los Angeles, Cal	
Dr. M. Lee Martin, Visiting Surgeon, Emergency Hospital	East Los Angeles, Cal	
Dr. E. A. Bryant. Consulting Surgeon	Los Angeles, Cal	
Dr. Geo. W. McCoy, Oculist and Aurist	Los Angeles, Cal	
Dr. Earl T. McCoy, Assistant Oculist and Aurist	Los Angeles, Cal	
Dr. A. C. Rogers, Consulting Oculist and Aurist	Los Angeles, Cal	
Drs. A. L. Holcombe and C. R. Jennings, Emergency Surgeons	Compton, Cal	
Dr. F. C. Renfrew, Emergency Surgeon	Long Beach, Cal	
Dr. F. W. Reynolds, District Surgeon	San Pedro, Cal	Between Compton and San Pedro.
Dr. C. B. Alexander, Emergency Surgeon	Downey, Cal	
Dr. W. H. Stokes, Emergency Surgeon	Whittier, Cal	
Dr. L. J. Otis, Emergency Surgeon	Norwalk, Cal	
Dr. J. L. Beebe, Emergency Surgeon	Anaheim, Cal	
Dr. D. F. Royer, Emergency Surgeon	Orange, Cal	
Dr. C. D. Ball, District Surgeon	Santa Ana, Cal	Between Studebaker and Smeltzer.
Dr. F. C. E. Mattison	Pasadena, Cal	Between Shorb and Pasadena.
Dr. L. N. Wheeler, Emergency Surgeon	Monrovia, Cal	
Dr. J. S. Hull, Emergency Surgeon	Alhambra, Cal	
Dr C. L. Magee, Emergency Surgeon	San Gabriel, Cal	
Dr. W. S. Wilcox, Emergency Surgeon	El Monte, Cal	
Dr. W. W. Schultz, Emergency Surgeon	Puente, Cal	
Dr. J. D. Reed, Emergency Surgeon	Covina, Cal	
Dr. T. Hardy Smith, District Surgeon	Pomona, Cal	Between Bassett and Declez.
Drs. Reed and Miller, Emergency Surgeons	Chino, Cal	
Dr. C. Sheppard, District Surgeon	Ontario, Cal	
Dr. C. F. Whitmer	Colton, Cal	Between Declez and El Casco.
Dr. S. Forsythe	San Bernardino, Cal	Between San Bernardino, Redlands Junction and Colton.
Dr. C. A. Sanborn	Redlands, Cal	Between Redlands Junction and Crafton.
Dr. J. G. Baird	Riverside, Cal	Between Colton and Riverside.
Dr. Jno. C. King	Banning	Beaumont and Niland.
Dr. R. L. Brankamp	Banning, Cal	
Dr. I. W. Keith, District Surgeon	Beaumont, Cal	El Casco and Banning.
Nurse in charge of Emergency Hospital	Indio, Cal	
Dr. S. S. M. Jennings, District Surgeon	Thermal, Cal	
J. H. Woolf, District Surgeon	Niland, Cal	
Dr. B. C. Chadwick, District Surgeon	Calipatria, Cal	Between Niland and Calipatria At Niland 10 a. m. to 4 p. m. Monday, Wednesday, Friday.
Dr. Eugene LaBaron, District Surgeon	Brawley, Cal	Between Bernice and Keystone.
Dr. R. O. Thompson	Imperial, Cal	Between El Centro and Keystone.
Dr. F. W. Peterson and Dr. W. E. Lyons	El Centro, Cal	Between Imperial and Heber.
Dr. P. N. Sims, District Surgeon	Calexico, Cal	Between Heber and Calexico.
Dr. C. P. Engel, Asst	Calexico, Cal	
Drs. E. B. Ketcherside & J. A. Ketcherside & C. E. Rooney	Yuma, Ariz	Between Niland and Mohawk Summit.
Dr Geo. F. Stevenson, Emergency Surgeon	Newhall, Cal	
Dr. J. E. Wheat, District Surgeon	San Fernando, Cal	Between Ravenna and Burbank.
Dr. T. E. Cunnane	Ventura, Cal	
Dr. J. P. Hinckley, District Surgeon	Fillmore, Cal	Between Santa Paula and Carpinteria.
Dr. Benj. E. Merrill, Emergency Surgeon	Santa Paula, Cal	Between Saugus and Santa Paula.
Dr. B. L. Saeger, Emergency Surgeon	Ojai, Cal	
Dr. J. C. Cummings, Emergency Surgeon	Carpinteria, Cal	
Dr. Geo. A. Broughton, District Surgeon	Oxnard, Cal	
Dr. Chas. Tuebner, Emergency Surgeon	Moor Park, Cal	
Dr. R. M. Clark District Surgeon	Santa Barbara, Cal	Between Carpinteria and Santa Barbara.
Dr. G. S. Loveren, District Surgeon		
Dr. A. E. W. Yale, District Surgeon	Burbank, Cal	Between Montalvo and Burbank.
Dr. W. F. Keller, Emergency Surgeon	Van Nuys, Cal	

RATINGS OF LOCOMOTIVES--LOS ANGELES DIVISION

FOR THROUGH AND LOCAL TRAINS IN MS. OF 1000 LBS. BACK OF TENDER.

CLASS		ENGINE NUMBERS	BOILER PRESSURE	LOS ANGELES TO ONTARIO	ONTARIO TO COLTON	COLTON TO LOS ANGELES	COLTON AND INDIO	INDIO TO PATIO	PATIO TO INDIO	Los Angeles and Santa Barbara via Oxnard and between Montalvo and Saugus THROUGH East and West	LOS ANGELES TO SAUGUS	SAUGUS TO LOS ANGELES
Official				Single Rating	Single Rating	Single Rating	Single Rating	Single Rating	Single Rating	Single Rating	Single Rating	Single Rating
E—63 17/24	56	1367	140	710	1330	820	400	1430	1330	785		
E—69 18/24	65	1394	160	820	1565	970	470	1665	1565	930		
E—69 18/24	69	1383, 1386, 1389, 1397	165	840	1610	990	470	1705	1610	955		
E—69 18/26	74	1467, 1471, 1482	165	930	1740	1090	530	1865	1740	1030		
E—73 20/24	92	1443, 1451	190	1150	2190	1350	650	2330	2190	1310		
M—63 20/28	126	1615 to 1719	190	1640	2960	1905	975	3210	2960	1610	765	845
M—63 21/28	144	1725 to 1769; 1780 to 1803	195	1855	3345	2155	1100	3630	3345	1820	860	950
M—63 21/28	147	1804 to 1822	200	1890	3420	2200	1115	3720	3420	1850	865	960
T—57 18/24	74	2017	150	970	1785	1135	570	1930	1785	1060		
T—57 18/24	80	2039, 2082, 2095	165	1050	1950	1230	605	2110	1950	1145		
T—57 18/24	81	2128, 2131	160	1020	1880	1190	585	2040	1880	1110		
T—57 18/24	83	2163	160									
T—57 18/24	88	2185, 2149, 2151	160									
T—57 18/24	96	2180	170	1090	2020	1280	630	2185	2020	1190		
T—63 19/24	105	2229, 2234	160	985	1785	1165	555	2015	1785	1100		
T—63 20/26	112	2237, 2246, 2257, 2264, 2265	180	1420	2600	1660	645	2810	2600	1555	645	720
T—63 20/26	116	2245	180									
T—69 20/28	134	2274 to 2281	200	1520	2830	1780	870	3050	2830	1675		
T—69 21/28	149	2290	200	1705	3160	1990	990	3400	3180	1880		
T—63 21/28	144	2310	200	1890	3420	2200	1115	3720	3420	2030	865	960
T—63 22/28	160	2326	200	1820	3325	2130	1055	3620	3325	1960	820	910
T—63 22/28	162–S	2353 to 2362	200									
T—69 23/28	174–S	2363 to 2370	200	2050	3770	2390	1200	4040	3770	2255		
P—77 22/28	141	2414 to 2437	200	1700	3095	1955	1005	3345	3095	1820		
P—77 25/28	172–S	2454 to 2458	200	2140	3990	2500	1230	4280	3990	2370		
C—57 22/30	187	2513 to 2599 and 2752 to 2836	200	2295	4115	2640	1370	4490	4115	2420	1070	1175
C—57 22/30	184	2698 to 2751	200									
C—57 22/30	180	2620 to 2679	200	2295	4115	2640	1370	4490	4115	2320	1050	1150
C—57 22/30	178	2680 to 2693	200									
C—57 22/34	172	2600, 2601, 2602, 2605, 2606, 2608, 2610	175	2070	3720	2400	1240	4070	3720	2175	955	1055
C—57 22/34	176	2613, 2614, 2617	185	2215	3975	2505	1330	4315	3975	2320	1030	1135
TW—54 22-35/32	155	2916, 2920	190	1955	3415	2190	1180	3830	3415	2005	905	1000
TW—54 21/32	155	2914, 2915, 2917, 2918, 2919, 2921, 2922, 2923	170	1775	3220	2050	1060	3510	3220	1855	810	900
TW—50 20/26	110	2954	160	1400	2590	1640	830	2720	2590	1500	630	710
A—81 20/28	105	3031 to 3065	200	1230	2385	1450	680	2535	2385	1405		
MK—63 26/28	210–S	3236 to 3270	200	2915	5270	3390	1730	5720	5270	3140	1355	1500
F—63 27½/32	273–S	3601 to 3610	200	3500	6265	4025	2095			3720	1635	1800
MC—57 26-40/30	394	4000, 4001	200	5230	9245	5910	3220				2500	2750
MM—63 25-38/28	320	4200 to 4211	200								2070	2280
								Double Flowing Well to Iris	Helper 0.6 Patio to Knob			
NOTE—Rating of superheated locomotives is 10% higher than saturated locomotives of the same class.		Allowance for Empty and Under-loaded Cars	Less than 40 Ms.	3	3	3	3	6	6	3	3	3
			40 Ms. to 50 Ms.	0	0	0	0	3	3	0	0	0

V. S. BURNHAM, Trainmaster.........River Station.
C. M. MURPHY, Trainmaster..........River Station.
W. H. JONES, Terminal Trainmaster.....River Station.
J. C. GOODFELLOW, Trainmaster.....Indio

J. A. DAY, Chief Train Dispatcher.............Los Angeles.
T. W. McKINLEY Asst. Chief Train Dispatcher...Los Angeles.
G. H. MARSH, Asst. Chief Train Dispatcher....Los Angeles.
F. FULTON, Examiner.........................Los Angeles.

Train Dispatchers:

H. M. BATY	T. L. FOSTER	J. B. STEWART	E. R. STINSON
F. H. EISENHARD	C. A. PLANTZ	A. SAUTTER	C. H. PLUNKITT
C. P. ENGLISH	F. E. SLAKER	W. M. LANE	L. J. ANDREWS
J. A. WALKER	H. W. WALTERS	W. F. WILLIAMSON	

W. H. WHALEN
Superintendent.

C. F. DONNATIN
Asst. Superintendent.

A. F. BOWLES
Asst. Superintendent.

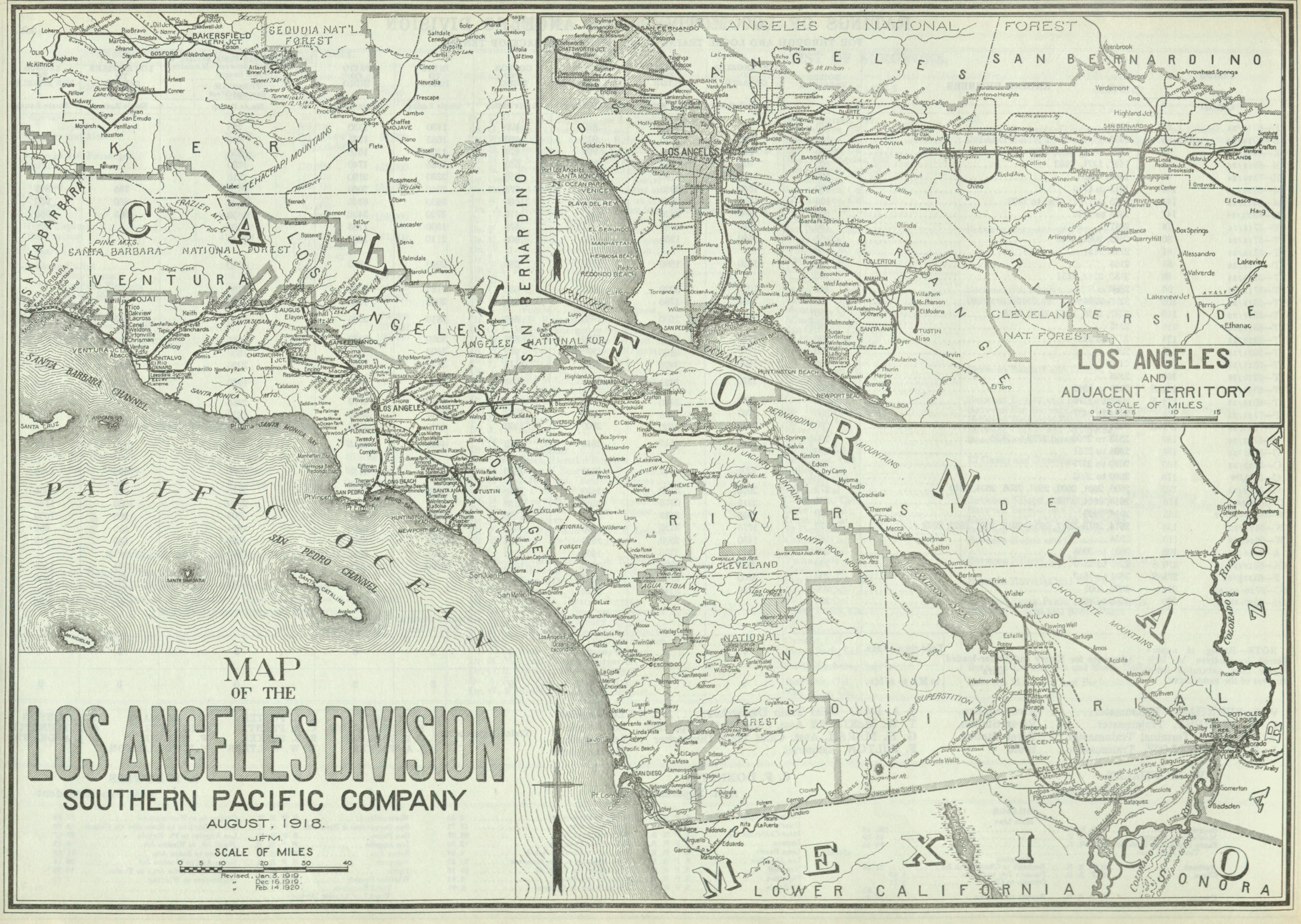
MILEAGE

Main Line

Saugus to Yuma	S. P. R. R.		282 46	
Montalvo to Saugus	S. P. R. R.		45 39	
Santa Barbara to Burbank	S. P. R. R.		93 45	
Total Main Line				421.30

Branches

Burbank	S. P. R. R.	Burbank to Chatsworth Jct.	21.58	
Chino	S. P. R. R.	Pomona Jct. to Chino 4.50 Ontario to Chino 5 31	9.81	
Covina	S. P. R. R.	Bassett to Pomona	17.40	
Declezville Spur	S. P R. R.	Declez to Declezville	2 55	
Duarte	S. P. R. R.	Shorb to Duarte	13 72	
Inter-California Ry	S. P R. R.	Niland to Araz Jct	96.07	
Laguna	S. P. R. R.	Colorado to Potholes	12.33	
Long Beach	S. P. R. R.	Thenard to Alamitos Beach	4.28	
Los Alamitos	S P R. R.	West Anaheim to Los Alamitos	10 23	
Nordhoff	S. P. R. R.	Ventura Jct to Nordhoff	15.16	
Pasadena	S. P. R. R.	Shorb to Pasadena	4.83	
Redlands	S. P. R. R.	Redlands Jct. to Crafton	8.98	
Westmorland	S. P. R. R.	Calipatria to Westmorland	12.79	
San Bernardino & Riverside	S. P. R. R.	San Bernardino to Riverside via Colton	12 60	
San Pedro	S P. R. R.	Los Angeles to Pt. Firmin	27 07	
Los Angeles	S. P. R. R.	Naud Jct. to Mission Jct.	0.42	
Santa Ana	S. P. R. R.	Florence to Santa Ana	31 39	
Newport	S. P. R. R.	Santa Ana to Stanton Jct	26 14	
Tustin	S. P R. R.	Miraflores (Tustin Jct.) to Tustin	10.98	
Whittier Branch	S. P R. R.	Studebaker to Whittier	5.91	
Total Branches				344 24
Total Los Angeles Division				765 54


CALIFORNIA
KERN
SANTA BARBARA
VENTURA
LOS ANGELES
SAN BERNARDINO
ORANGE
RIVERSIDE
SAN DIEGO
IMPERIAL
ARIZONA
MEXICO
LOWER CALIFORNIA
SONORA
PACIFIC OCEAN
SANTA BARBARA CHANNEL
SAN PEDRO CHANNEL
SEQUOIA NAT'L FOREST
SANTA BARBARA NATIONAL FOREST
ANGELES NATIONAL FOREST
CLEVELAND NATIONAL FOREST
TEHACHAPI MOUNTAINS
SAN BERNARDINO MOUNTAINS
SAN JACINTO MOUNTAINS
SANTA ROSA MOUNTAINS
CHOCOLATE MOUNTAINS
SUPERSTITION MT.
SALTON SEA
COLORADO RIVER
BAKERSFIELD
KERN JCT.
MOJAVE
LANCASTER
SANTA BARBARA
VENTURA
OXNARD
SAUGUS
SAN FERNANDO
BURBANK
GLENDALE
PASADENA
LOS ANGELES
SANTA MONICA
LONG BEACH
SAN PEDRO
WHITTIER
FULLERTON
ANAHEIM
SANTA ANA
TUSTIN
HUNTINGTON BEACH
NEWPORT BEACH
POMONA
ONTARIO
COLTON
SAN BERNARDINO
REDLANDS
RIVERSIDE
CORONA
ELSINORE
HEMET
PALM SPRINGS
INDIO
COACHELLA
MECCA
NILAND
CALIPATRIA
BRAWLEY
IMPERIAL
EL CENTRO
HOLTVILLE
CALEXICO
MEXICALI
YUMA
SAN DIEGO
OCEANSIDE
ESCONDIDO
SANTA CATALINA
SANTA CRUZ
SAN NICOLAS
SANTA BARBARA
LOS ANGELES
AND
ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15

MAP
OF THE
LOS ANGELES DIVISION
SOUTHERN PACIFIC COMPANY
AUGUST, 1918.
J.F.M.
SCALE OF MILES
0 5 10 20 30 40

Revised, Jan. 3, 1919.
" Dec 15, 1919.
" Feb. 14, 1920.